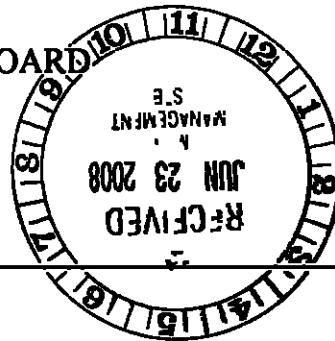


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BEFORE THE  
SURFACE TRANSPORTATION BOARD



In the Matter of )

RAILROAD COST OF CAPITAL - )  
2007 )

) Ex Parte No. 558 (Sub-No 11)  
)

**REPLY COMMENTS OF THE WESTERN COAL TRAFFIC LEAGUE**

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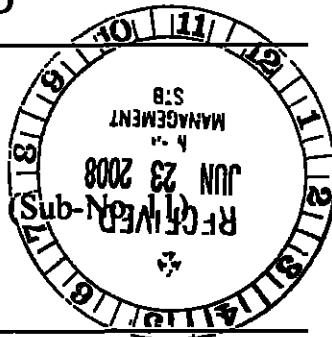
Its Attorneys

BEFORE THE  
SURFACE TRANSPORTATION BOARD

In the Matter of:

RAILROAD COST OF CAPITAL –  
2007

Ex Parte No. 558 Sub-



**REPLY COMMENTS OF THE WESTERN COAL TRAFFIC LEAGUE**

Pursuant to the notice that the Surface Transportation Board ("STB" or "Board") served in the above-captioned proceeding on April 23, 2008, the Western Coal Traffic League ("WCTL" or "League")<sup>1</sup> submits these reply comments in response to the comments that the Association of American Railroads and its member railroads ("AAR" or "Railroads") filed on May 22, 2008.

**I. INTRODUCTION AND SUMMARY**

As explained more fully below and in the accompanying Reply Verified Statement of Thomas D. Crowley and Daniel L. Fapp of L.E. Peabody & Associates, Inc. ("Crowley/Fapp VS") attached as Exhibit A, WCTL accepts most elements of the AAR

<sup>1</sup>WCTL is a voluntary association, whose regular membership consists entirely of utility shippers of coal mined west of the Mississippi River that is transported by rail. WCTL members presently ship and receive in excess of 140 million tons of coal by rail each year. WCTL's members are: Alliant Energy, Ameren Energy Fuels and Services, Arizona Electric Power Cooperative, Inc., Austin Energy (City of Austin, Texas), CLECO Corporation, CPS Energy, Kansas City Power & Light Company, Lower Colorado River Authority, MidAmerican Energy Company, Minnesota Power, Nebraska Public Power District, Omaha Public Power District, Texas Municipal Power Agency, Western Farmers Electric Cooperative, Western Fuels Association, Inc., Wisconsin Public Service Corporation, and Xcel Energy.

calculations concerning the railroad industry cost of capital ("COC") for 2007. However, there are two areas of material disagreement.

The first area of disagreement, which has a significant impact, involves the beta calculation used in the Capital Asset Pricing Model ("CAPM") to determine the cost of equity ("COE").<sup>2</sup> The AAR utilized the beta (1.025) for the last week of 2007 (the week ending December 28, 2007). For reasons explained below and in the Crowley/Fapp VS at 3-8, the correct approach is to use the average of the beta values for all 52 weeks of 2007. Doing so yields a railroad industry levered beta of 0.963 and a COE of 11.70%, rather than the 12.68% calculated by the AAR.

The second area of disagreement, which has a very minor impact, involves the calculation of floatation costs for debt. As explained in Crowley/Fapp VS at 9-12 and Exhibit No. 9, the AAR's calculation implicitly assumes a 7.78% coupon rate for bonds and a 13.41% interest rate for Equipment Trust Certificates and Conditional Sales Agreements. However, when the actual interest rates for the debt instruments for 2007 are utilized (6.018% and 5.854%, respectively), the resulting floatation costs are 0.139% and 0.091%, respectively, and not the 0.16% and 0.14%, respectively, claimed by the AAR. The average floatation cost is 0.138%, and not 0.159% as calculated by the AAR.

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<sup>2</sup>The COE under the CAPM formula equals the risk-free rate ("RFR") plus the product of beta and the market-risk premium ("MRP").

The weighted cost of debt ("COD") is then 6.150% (6.012% plus 0.138%), and not the 6.170% calculated by the AAR.

The resulting COC with both of the corrections is 10.55%, Crowley/Fapp VS at 14, which is 78 basis points below the COC calculated by the AAR

**II. THE BETA SHOULD REFLECT THE AVERAGE FOR THE YEAR,  
AND NOT THE VALUE FOR THE LAST WEEK IN THE YEAR**

As explained in Crowley/Fapp VS at 4-6, beta values are not stationary and instead vary throughout the year. Indeed, it is only because they vary that they need to be calculated periodically. If one wanted to determine the value of a railroad stock or other investment as of a particular moment, it would be useful to consider the most recent beta available.<sup>3</sup> However, the Board's purpose in calculating the COE and COC is to determine a COC for the year as a whole. Therefore, the appropriate approach is to derive a beta for the entire year, which means taking an average of the beta values for the 52 weeks in the year. Crowley/Fapp VS at 6-8.

The use of an annual figure to measure beta is plainly appropriate given how the Board utilizes the COC. For example, the Board calculates variable costs by utilizing annual data, and not just data for the last day or last week of the year, e.g., dollars expended on January 1 count just the same as dollars expended on December 31. Moreover, for purposes of measuring revenue adequacy, the Board does not utilize the

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<sup>3</sup>Even so, one might still verify that the value was representative.

end-of-year asset value, but instead averages the net investment base as of the beginning and end of the year Crowley/Fapp VS at 7. Similarly, stand-alone cost analysis applies the COC to a year and/or multi-year period. A determination of the COC for the year as a whole, rather than as of December 31 of the year, is then required in light of how the Board employs the COC in its determinations.

Other elements of the COC calculation also reflect a determination for the year as a whole. For example, the RFR in the CAPM formula reflects an annual average, as opposed to the value as of December. Crowley/Fapp VS at 8. It would make little sense to match a year-average RFR with a beta from the last week of December instead of the year as a whole.<sup>4</sup> Similarly, the equity portion of the COC capital structure reflects a 52-week average, and not just the value of equity as of the end of the year, and the debt market values and yield calculations of actively traded debt<sup>5</sup> also reflect average values for the year. It would be anomalous to calculate beta as of the last week of the year when all or most of the other COC calculations reflect annual averages.

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<sup>4</sup>WCTL acknowledges that the MRP appears to reflect an end-of-year value. However, the individual date of the MRP is of reduced significance since the MRP, under the Board's methodology, reflects an average over a period that now exceeds 80 years, diluting the impact of the last year in the average. WCTL continues to believe that the opportunity COC would be better captured by a prospective MRP.

<sup>5</sup>Annual averages are developed for debt issued prior to the issue years. For debt issued during the year under review, average market values and yields are calculated from the issue month to December.

Significantly, the STB's prior single-stage discounted cash flow ("SSDCF") methodology for calculating the COE sought to calculate a COE for the year as a whole. Crowley/Fapp VS at 7. Specifically, the SSDCF reflected an average of data for each month of the year reflecting each carrier's stock price, shares outstanding, dividend, market valuation, and projected growth rate for the month.<sup>6</sup> The methodology thus calculated an average COE for the year, and not just for the last day, last month, or even last calendar quarter of the year.

Use of an average COE for the year should also contribute to stability, as compared to using the value for a single week, especially the last week of a year. One cannot know in advance whether a particular trend of increases, decreases, or stability will continue, but use of an average for the year should, over time, serve to smooth out fluctuations. In that regard, the Board indicated in its consideration of both the length of the beta measurement period and incorporation of a multi-stage discounted cash flow model ("MSDCF") that stability and a lack of volatility were desirable

WCTL acknowledges that in calculating the CAPM COE for 2006, both the Board and the parties utilized the end-of-the-year beta value. However, there is no indication that there was any conscious decision to select an end-of-the-year instead of an average value for the year. Indeed, that issue was not even one of the issues noted by the

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<sup>6</sup>Dividends and shares outstanding were calculated on a quarterly basis since dividends are typically paid and shares outstanding are typically reported quarterly. The AAR purported to calculate the monthly stock price based on the average of daily prices.

Board to be addressed at the hearing held on December 4, 2007. See STB Ex Parte No. 664, *Methodology to be Employed in Determining the Railroad Industry's Cost of Capital* (STB served Nov. 27, 2007) (noting issue of whether beta measurement should reflect five or ten years of data, and asking parties to address "criticism that a 5-year period would introduce undue volatility in the cost-of-equity calculation").<sup>7</sup> Indeed, at that time, as well as earlier, the main focus was on whether to use CAPM to supplant the SSDCF, with additional focus on such matters as the choice of MRP, the length of the period for measuring beta, and whether to also utilize a MSDCF model and, if so, how. The lack of focus on whether to utilize an annual or "snapshot" beta figure was thus not optimal, but quite understandable given the number and scope of issues under active review.

Moreover, the choice of year-end or year-average beta would have made little difference for 2006 since the beta values for the beginning and end of 2006 were quite close, whereas there was a wide spread in 2007.<sup>8</sup> The fact that the Board, without any evidence of conscious decision on its part or direct discussion by the parties, chose to use an end-of-the-year beta value on one prior occasion when it made little difference is hardly a sound reason to do so now in the face of strong arguments that the approach does not make sense and is inconsistent with the Board's utilization of the COC and the

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<sup>7</sup>As noted *supra*, the potential for volatility is increased by using a value for a single week rather than an average value for the year as a whole.

<sup>8</sup>Information on the beta value for the end of 2005 (which approximates the value for the beginning of 2006) is available in WCTL's filing in Ex Parte No. 664 (Sub-No. 1), concerning potential use of a MSDCF method.

Board's prior practice, especially when the choice of method makes a quite significant difference in the outcome.

WCTL also does not believe that this narrow issue should be relegated to the Board's Ex Parte No. 664 docket. WCTL is not seeking a change in the Board's basic approach to calculating the COC. Instead, WCTL is seeking a narrow and very technical refinement in how CAPM is applied. The requested refinement should not "lead to protracted litigation that will delay the release of a cost-of-capital figure." Ex Parte No 664, *Methodology to be Employed in Determining the Railroad Industry's Cost of Capital* (STB served Jan. 17, 2008), at 15. Indeed, as previously explained, the refinement needed here would actually improve the alignment of the new CAPM methodology with the existing COD methodology and with the prior SSDCF methodology in an important, logical, and necessary respect, i.e., calculation of the COC for the year in question and not the last day or week of the year. A different procedural treatment might well be appropriate if WCTL were seeking to reverse a Board determination as to a matter that had received thorough consideration in the earlier rulemaking, but the record here indicates that the change was inadvertent and was made without any specific analysis or consideration whatsoever. To insist on a full rulemaking under these circumstances, and to adopt a flawed COC value while pursuing such a rulemaking, is to elevate form over substance to make the perfect the enemy of the good, neither of which is consistent with the Board's sound discharge of its statutory

responsibilities.<sup>9</sup> Accordingly, the Board should utilize a beta value that reflects the year as a whole and not just the last period in the year.

### III. FLOATATION COST

The other error in the AAR's calculation relates to the floatation costs for debt. As explained in Crowley/Fapp VS at 10-13 and Exhibit No. 9, the AAR's derivation of the floatation costs relies on calculations and analysis performed by the Securities and Exchange Commission ("SEC") some time ago -- in the early 1970s for bonds, notes, and debentures, and in the 1950s for Equipment Trust Certificates ("ETCs"). The SEC applied the discount to the interest rate to determine the floatation cost. However, the SEC/AAR conversion implicitly assumes higher interest rates (7.78% coupon rate for bonds, notes, and debentures, and 13.41% for the ETCs) than those the AAR calculates for 2007 (6.018% and 5.854%, respectively). Utilizing the actual interest rates causes the floatation costs to be reduced to 0.139% for bonds, notes, and debentures, and 0.091% for ETCs (which figure is also used for Conditional Sales Agreements).<sup>10</sup> The net result is an overall floatation cost of 0.138%, not the 0.159% calculated by the AAR, and an overall COD of 6.150% and not the 6.170% calculated by the AAR.

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<sup>9</sup>If the Board feels otherwise, then WCTL respectfully requests that its comments be treated as a petition for rulemaking in Ex Parte No. 664. To that end, WCTL is serving its instant comments on all persons that were parties to the Ex Parte No. 664 rulemaking so that they will have a "meaningful opportunity to comment."

<sup>10</sup>As noted in Crowley/Fapp VS at 11-12, the AAR's evidence and workpapers did not include detailed calculations of its ETC valuations. Therefore, WCTL was forced to utilize several simplifying assumptions in calculating the ETC floatation costs.

#### IV. CONCLUSION

Correcting the AAR's calculations for the errors in calculating the beta and the floatation costs results in a COE of 11.70% and a COD of 6.15%, which applied to the capital structure of 79.32% equity and 20.68% debt, results in a weighted average COC of 10.55%. Accordingly, the Board should adopt 10.55% as the COC for 2007.

Respectfully submitted,

WESTERN COAL TRAFFIC LEAGUE

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Dated: June 23, 2008

Its Attorneys

**EXHIBIT A**

**VERIFIED STATEMENT OF  
THOMAS D. CROWLEY AND DANIEL L. FAPP**

## I. INTRODUCTION

We are Thomas D. Crowley and Daniel L. Fapp We are economists and, respectively, the President and a Vice President of L. E. Peabody & Associates, Inc , an economic consulting firm that specializes in solving economic, transportation, marketing, financial, accounting and fuel supply problems Mr Crowley has spent most of his consulting career of over thirty-seven (37) years evaluating fuel supply issues and railroad operations, including railroad costs, prices, financing, capacity and equipment planning issues His assignments in these matters were commissioned by railroads, producers, shippers of different commodities, and government departments and agencies A copy of his credentials is included as Exhibit No 1 to this verified statement ("VS")

Mr Fapp has been with L. E. Peabody & Associates, Inc since 1997 During this time, he has worked on numerous projects dealing with railroad revenue, operational, economic and financial issues Prior to joining L E Peabody & Associates, Inc , Mr Fapp was employed by BHP Copper Inc. in the role of Transportation Manager - Finance and Administration, where he also served as an officer and Treasurer of the three BHP Copper Inc subsidiary railroads, The San Manuel Arizona Railroad, the Magma Arizona Railroad and the BHP Nevada Railroad A copy of his credentials is included as Exhibit No 2 to this VS

Our consulting assignments regularly involve working with and determining various facets of railroad financial issues, including cost of capital determinations In these assignments, we have calculated railroad capital structures, market values, cost of railroad debt, cost of preferred railroad equity and common railroad equity. We are also well acquainted with and have used the commonly accepted models for determining a firm's cost of equity, including the Discounted Cash Flow Model

**("DCF"), Capital Asset Pricing Model ("CAPM"), Fama-French Three Factor Model and Arbitrage Pricing Model**

We have developed railroad industry average cost of capital and company specific cost of capital for use in litigation and for use in general business management. For several clients, we have both individually and together determined the Going Concern Value ("GCV") of privately held railroads. Developing the GCV under the Income Based Methodology requires developing company specific costs of debt and equity for use in discounting future company cash flows, as well as creating forecasts of expected cash flows to the firm and to holders of common equity from company financial statements. We have also developed cost of capital in order to capture the costs associated with shipper investment in railroad equipment and road property. Our findings regarding railroad cost of capital have been presented to U.S. District and State courts, the Interstate Commerce Commission, the Surface Transportation Board and the Federal Railroad Administration.

We have been asked by Counsel for the Western Coal Traffic League ("WCTL") to review Mr John T Gray's ("Gray") Verified Statement ("VS") included with the American Association of Railroads' ("AAR") Opening Evidence file pursuant to the Surface Transportation Board's ("STB") Decision in *Ex Parte No. 558 (Sub-No. 11), Railroad Cost Of Capital – 2007, served April 23, 2008* ("Ex Parte 558 (Sub-No. 11)") Counsel has specifically requested we review and comment on Gray's calculation of the railroad cost of common equity, cost of debt and overall cost of capital

Our testimony is discussed further below under the following topical headings

**II Railroad Cost of Common Equity**

**III Railroad Cost of Debt**

**IV Railroad Cost of Capital**

## **II. RAILROAD COST OF COMMON EQUITY**

In its decision in *STB Ex Parte No 664, Methodology To Be Employed In Determining The Railroad Industry's Cost of Capital, Served January 17, 2008 ("Ex Parte 664")*, the STB modified the procedure used to estimate the railroad cost of equity ("COE") by switching from the single-stage discounted cashflow ("Single-Stage DCF") approach to the capital asset pricing model ("CAPM") approach.<sup>1</sup> The STB directed parties in future railroad cost of capital proceedings to calculate the CAPM COE using three specific inputs

- 1      The average annual yield-to-maturity on 20-Year Treasury Bonds ("T-Bonds");
- 2      A beta estimate developed by regressing over 260 weeks excess returns on a market weighted portfolio of railroad stocks against excess returns in the S&P 500 Price Return Index over T-Bills<sup>2</sup> with excess returns defined as the return above 3-Month Treasury Bill ("T-Bill") rates; and,
- 3      An estimate of the market risk premium based on the historical average equity market risk premium from 1926 to the issue year

We have reviewed Gray's inputs and agree that he used the proper average T-Bond yield-to-maturity and average market risk premium from 1926 to 2007 in his CAPM COE calculation. We have also reviewed the inputs Gray used in his beta estimate of the market weighted railroad portfolio, and his calculation of the railroad beta for the January 6, 2003 to December 28, 2007 time

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<sup>1</sup>See *Ex Parte 664* at 1.

<sup>2</sup>In its *Ex Parte 664* decision, the STB ordered the use of the S&P 500 Index as its proxy for the return on the market as a whole in the beta estimation process. See *Ex Parte 664* at 7. However, in *STB Ex Parte No 558 (Sub-No 10), Railroad Cost of Capital - 2006, served April 15, 2008 ("Ex Parte 558 (Sub-No 10)")*, the STB directed the parties to use the return on the S&P 500 Price Return Index because the returns on the S&P 500 Total Return Index are not publicly available.

period, and concur with his regression inputs and beta calculation for this one specific five year period.<sup>3</sup>

The STB, however, seeks to develop the average railroad industry COE for the entire year 2007, and not the cost of equity as of the final week of the year. Just like the cost of debt, the COE shifts over time. The COE at the start of the year may not be equal to the COE at the close of the year. In developing his beta estimate, Gray has calculated a beta reflective of data for the last week of 2007, and not an average beta for the entire year. A proper calculation of the annual railroad COE, and one which is consistent with the other inputs used in the CAPM model and with the STB's cost of debt methodology, must take into consideration the COE over the entire year as we explain below.

#### A. **BETAS ARE NOT STATIONARY**

Non-stationarity in the distribution of stock returns is a phenomenon that is empirically well confirmed.<sup>4</sup> Non-stationarity extends to beta estimates, which will also move over time due to a number of factors. First, changes in an asset's risk relative to the market will cause the asset's beta to change. The theory supporting CAPM shows that, as the systematic risk of the stock changes over

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<sup>3</sup>Gray relied upon Yahoo! Finance as his source for common equity pricing data. Because Yahoo! Finance continuously updates and corrects historic stock price data, historic adjusted stock prices from the Yahoo! Finance website will change over a relatively short-period of time. Gray obtained dividend-adjusted stock price data from Yahoo! Finance with a download date of May 1, 2008. When attempting to verify Gray's stock price data as of June 8, 2008, we found that Yahoo! Finance's stock price information had changed slightly from the information Gray had obtained, and, thus, we were unable to exactly reproduce Gray's results with the more current pricing information. However, the difference was extremely small, and does not have any real impact on the final result. Using the updated pricing data produced a beta estimate of 1.028 for the week ending December 28, 2007 versus an estimate of 1.025 using pricing data from May 1, 2008.

<sup>4</sup>See, for example, Levy, Robert, A., "On The Short-Term Stationarity of Beta," *Financial Analysts Journal*, November-December 1971, 55 to 62.

time, so will the stock's beta. Second, certain events such, as stock splits and stock dividends, also have been shown to have impacts on the beta of common equity.<sup>5</sup> Third, simple statistical "noise" in the underlying data will also cause changes in beta estimates developed at relatively close time periods. Because of all these different factors, one would expect to see changes in beta estimates over relatively short time periods.

One of the AAR's witness in the *Ex Parte 664* proceeding confirmed the non-stationarity of railroad beta estimates. In his Reply VS submitted on behalf of the AAR in *Ex Parte 664*, Dr. Stewart C Myers ("Myers") calculated rolling five-year weekly railroad industry betas for the January 1993 to October, 2007 time period.<sup>6</sup> Myers' analysis showed that railroad industry beta estimates can change rather significantly in a relatively short amount of time, i.e., a year or less. For example, the railroad portfolio beta calculated by Myers showed the railroad industry beta falling from approximately 1.20 in January, 1997 to well under 1.0 by December, 1997. It is obvious that a railroad industry COE developed using Myers' beta estimate from January, 1997 would produce a significantly different result than a cost of equity produced at the end of that year after the railroad industry beta had declined.

A beta estimate produced by an ordinary least-squares regression model is effectively a snapshot based on the particular inputs included in the analysis. Just like pictures taken at different times of year at the same location, betas calculated at different times of the same year will almost assuredly produce different results. Since the STB desires to develop the average railroad COE for an entire

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<sup>5</sup>See Brennan, M. J. and Copeland, T. E., "Beta Changes around Stock Splits: A Note," *The Journal of Finance*, Vol. XLIII, No. 4, September, 1988, 1009 to 1014, and Grinblatt, Mark, Marsulis, Ronald, W., Titman, Sheridan, "The Valuation Effects of Stock Splits and Stock Dividends," *Journal of Financial Economics*, 13 (4), 1984, 461 to 490.

<sup>6</sup>See Myers Reply VS in Ex Parte 664 at Figure 1.

year, it should take into consideration the beta estimates developed over the entire year, and not just a "snap-shot" from the final week of the year

**B. AN AVERAGE CAPM COE  
ESTIMATE IS CONSISTENT  
WITH OTHER STB  
PROCEDURES AND CAPM INPUTS**

Calculating the COE based on the COE throughout the year is consistent with the methodology the STB, and its predecessor, the Interstate Commerce Commission ("ICC"), endorsed for close to 20 years when calculating the cost of traded railroad debt, as well as consistent with other STB procedures. Moreover, using an average beta is consistent with other inputs used in the CAPM.

As has been the standard practice since 1988, the ICC/STB has developed annual prices and yields on traded railroad bonds, notes and debentures by calculating the simple average of each debt instrument's monthly bond price and yield as reported by Standard & Poor's Bond Guide.<sup>7</sup>

In developing his estimate of the 2007 costs of traded railroad debt, Gray has followed the same approach used in prior cost of capital proceedings as shown on Pages 13 to 79 of Appendix A to his VS. Gray then uses his calculated average price and yield data for each traded debt instrument to calculate the average costs of traded railroad industry debt for the entire year 2007.

The railroad bond and yield data gathered by Gray demonstrates the shift in the prices and yields of traded debt throughout the year. Debt costs change throughout the year as new market and company information become available and is incorporated into the market price and yield of railroad debt. As we explained above, equity costs also shift throughout the year. If the STB

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<sup>7</sup>See *Ex Parte 558 (Sub-No. 10)* at 3.

continues to develop the railroad industry cost of debt based on average prices and yields over the year, then, for consistency sake, it should do the same for the railroad industry COE.

The use of a beta developed over the full year is also consistent with the STB's use of annual averages in historic and current regulatory procedures. For example, in calculating the railroad COE under the Single-Stage DCF approach, the STB developed the assumed perpetual growth rate for the railroad industry by calculating each railroad's average forecasted growth rate in earnings for the issue year. The STB determined each railroad's growth rate by calculating the simple average of monthly growth rate forecasts produced by I/B/E/S over the year. The STB then weighting each railroad's annual average growth rate to estimate the industry's composite forecasted growth rate for the year.<sup>8</sup>

Another example of the STB relying upon annual average data is found in its *Ex Parte No. 552 Railroad Revenue Adequacy determinations*. In developing revenue adequacy statistics from the Schedule 250 data submitted by the railroads, the STB averages beginning and end of year book values of each railroad's tax-adjusted net investment base resulting in the denominator in its tax-adjusted return on investment ("ROI") percentage. Each railroad's ROI, which is partially based on an average annual figure, is then compared against the railroad industry cost of capital to determine if the railroad is revenue adequate from a regulatory perspective. Once again, instead of relying upon a single, end of year figure, the STB develops an average annual figure for this determination.

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<sup>8</sup>See STB *Ex Parte No. 558 (Sub-No. 9), Railroad Cost of Capital – 2005*, served September 20, 2006 at 9.

Finally, the use of an average beta developed over the course of the year is consistent with other variables used in developing the CAPM COE. The annual 20-year T-Bond rate that is used as a surrogate for the risk-free rate of return is calculated by the Federal Reserve by averaging over the course of the year the daily market yields on T-Bonds with 20 years to maturity.<sup>9</sup> In other words, the Federal Reserve develops an average interest rate for the year by averaging interest rates reported on a daily basis.

**C. 2007 RAILROAD  
COST OF EQUITY**

Consistent with our discussion above, we have developed the average 2007 railroad industry COE by developing the average railroad beta during 2007, and combining the average beta with the average yield on 20-Year T-Bonds for 2007 and the market risk premium since 1926. Specifically, we developed a 2007 beta by calculating the 5 year beta for each week in 2007. For example, we calculated the beta for the first week of 2007 by regressing railroad common equity and S&P 500 Price Return excess returns for the January 14, 2003 to January 5, 2007 time period. We then developed, on a rolling basis, beta estimates for the remaining 51 weeks of 2007. Taking the simple average of the beta estimates over the 52 weeks in 2007 produced a 2007 average beta of 0.963. Exhibit Nos. 3 through 8 to this VS contain our detailed calculations of each weekly beta.

Table 1 below displays the calculation of the 2007 railroad COE based on the 2007 average beta.

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<sup>9</sup>See <http://www.federalreserve.gov/releases/h15/data.htm>, "Note: Weekly and monthly figures on this release, as well as annual figures available on the Board's historical H 15 web site (see below), are averages of business days unless otherwise noted."

Table 1	
<u>Railroad Industry COE - 2007</u>	
Item (1)	2007 (2)
1 Average Risk Free Rate	4 91%
2 Railroad Risk Premium	
a Equity Risk Premium	7 05%
b Railroad Industry Levered Beta <sup>1</sup>	<u>0 963</u>
c Railroad Industry Risk Premium <sup>2</sup>	6 79%
3 2007 Railroad Industry COE <sup>3</sup>	11 70%

<sup>1</sup> Exhibit No 8  
<sup>2</sup> Line 2a x Line 2b  
<sup>3</sup> Line 1 – Line 2c

As shown in Table 1 above, the 2007 railroad COE equals 11 70 percent

### **III. RAILROAD COST OF DEBT**

We have reviewed Gray's analyses of the railroad industry cost of debt and agree that he has followed the same procedures accepted by the STB in prior cost of capital proceedings. We note, however, that several of Gray's calculations are extremely opaque. For example, Gray's calculations of the market values of Equipment Trust Certificates ("ETC") were not specifically included in his workpapers, but rather he only included a summary of their values.<sup>10</sup> Additionally, the determination of estimated market values of all other debt is not explicitly detailed in Gray's workpapers.<sup>11</sup> We also noted several minor calculation errors, but their correction has no appreciable impact on Gray's cost of debt calculations.<sup>12</sup>

One component of Gray's calculations that does have an impact on the final cost of debt is Gray's calculation of debt flotation costs. As explained by Gray, companies that issue new debt through negotiated offerings or competitive bids customarily pay a fee to their investment bankers to cover administrative costs in handling the sale.<sup>13</sup> These administrative costs will vary depending upon different factors, including the debt instruments issued. Gray states that he based his estimate of flotation costs for bonds, notes and debentures on a study performed by the Securities and

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<sup>10</sup>See Gray VS Appendix C, which notes the use of an AAR's model to determine ETC market value, but no model was included with the filing.

<sup>11</sup>For example, in developing CSX's "All Other Debt, Debt Discount Values," Gray includes three figures (\$72,030, \$1,941 and - \$2,465) in his reconciliation statement without any source as to their origin. Similarly, UP's audited financial statements include \$104 million in debt discounts, but Gray's calculation shows only \$73 million, with no explanation or support for his calculations.

<sup>12</sup>For example, Gray's Appendix A indicates that BNSF notes MTN00015 and MTN00016 were new issues of debt, and are priced as if they were new issues. See Appendix A, Page 1. However, Gray's detailed descriptions of these notes contained on pages 16 and 17, respectively, of Appendix A show these notes with prices and yields for the entire year of 2007 inferring they were not new issues.

<sup>13</sup>See Gray VS at 18

Exchange Commission ("SEC") in the early 1970's, which found flotation costs to equal 0.16 percent.

It (the SEC) concluded that flotation costs as a percent of gross proceeds are 1.59 percent. On a 20-year bond, this equates to an increased yield of 0.16 percent. Consistent with prior cost of capital proceedings, 0.16 percent is used as the flotation costs of bonds in this proceeding.<sup>14</sup>

Gray's calculation of a 0.16 percent increase in yield based on costs of 1.59 percent of gross proceeds is correct only if he assumes that the debt has a 7.78 percent coupon rate. As shown on Page 1 of Exhibit No. 9, a bond with the characteristics described by Gray, i.e., a 20-year bond sold at a 1.59 percent discount<sup>15</sup>, will produce an increased yield of 0.16 percent only when the bond has a 7.78 percent coupon.<sup>16</sup> If the bond had a coupon rate of 6.018 percent, or equal to the 2007 average value of railroad bonds, notes and debentures, the actual spread between the required rate and market yield is 0.14 percent as shown on Page 1 of Exhibit No. 9.

The same correction also holds true for the calculation of flotation costs on ETC. Gray states that SEC studies from the 1950's determined that ETC flotation costs averaged 0.89 percent of gross proceeds.<sup>17</sup> Because Gray did not clearly detail his assumptions or the calculations regarding this 0.89 percent cost, we determined the yield assuming the ETC was priced as a 15 year bond sold at

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<sup>14</sup>See Gray VS at 19

<sup>15</sup>Because Gray has not indicated to the contrary, we assume that the bond was sold at par

<sup>16</sup>We calculated the bond's yield using the Microsoft Excel "YIELD" function, which uses the same equation and methodology to price and determine yields on bonds as the equation included in footnote 8 of Gray's VS. Gray uses the methodology to determine the market value of each maturity in ETC, which can be thought of as individual bonds. See Gray VS at 9.

<sup>17</sup>See Gray VS at 19

a discount reflecting 0.89 percent of gross proceeds<sup>18</sup>. At this level of a discount, an ETC would have an interest rate equal to 13.41 percent as shown in Page 2 of Exhibit No. 9. Using Gray's calculation of the average cost of ETC debt of 5.854 percent produces an implicit increase in the yield of 0.09 percent, and not the 0.14 percent advocated by Gray.

We have recalculated the weighted flotation costs for railroad debt based on our corrections to the flotation costs for bonds, notes and debentures and for ETC in Table 2 below<sup>19</sup>.

Table 2			
<u>Flotation Cost For Debt</u>			
Item (1)	Market Weight <sup>1</sup> (2)	Flotation Cost <sup>2</sup> (3)	
1 Bonds, Notes and Debentures	96.22%	0.139%	
2 Equipment Trust Certificates	3.50%	0.091%	
3 Conditional Sales Agreements	<u>0.28%</u>	<u>0.091%</u>	
4 Totals	100.00%	0.138%	

<sup>1</sup> Gray VS at 20  
<sup>2</sup> Exhibit No. 9

As shown in Table 2 above, flotation costs increase the cost of debt by approximately 14 basis points (0.138 percent).

<sup>18</sup>We assume a 15 year bond since, as Gray indicates on page 9 of his VS, most ETC have a 15 year life, "As such, each year during its life an equal amount (typically 1/15) "

<sup>19</sup>We accept Gray's assumption that flotation cost of CSA will equal the flotation cost of ETC

Based on the corrections to the flotation costs, we have restated Gray's calculations of the 2007 railroad cost of debt as displayed in Table 3 below

Table 3			
	<u>Item</u> (1)	<u>Market Weight</u> <sup>1</sup> (2)	<u>Current Cost</u> <sup>1</sup> (3)
1	Bonds, Notes and Debentures	96.22%	6.018%
2	Equipment Trust Certificates	3.50%	5.845%
3	Conditional Sales Agreements	<u>0.28%</u>	<u>6.096%</u>
4	Subtotal	100.00%	6.012%
5	Flotation Costs <sup>2</sup>	---	0.138%
6	Weighted Cost of Debt	---	6.150%

<sup>1</sup> Gray VS at 20  
<sup>2</sup> Exhibit No. 9

As indicated in Table 3 above, correcting Gray's calculation of debt flotation costs drops his cost of debt from 6.17 percent to 6.15 percent for 2007

#### **IV. RAILROAD COST OF CAPITAL**

Based on the corrections to the COE and cost of debt discussed above, we have restated the 2007 railroad cost of capital as shown in Table 4 below<sup>20</sup>.

Item (1)	<u>2007</u> (2)
<b>1 Weighted cost of Equity</b>	
a Railroad Industry Cost of Equity	11 70%
b Equity Portion of Capital Structure <sup>1</sup>	<u>79 32%</u>
c Weighted Cost of Railroad Industry Equity <sup>2</sup>	9 28%
<b>2 Weighted Cost of Debt</b>	
a Railroad Industry Cost of Debt	6 15%
b Debt Portion of Capital Structure <sup>1</sup>	<u>20 68%</u>
c Weighted Cost of Railroad Industry Debt <sup>3</sup>	1 27%
<b>3 Weighted Cost of Preferred Equity<sup>4</sup></b>	
a Railroad Cost of Preferred Equity	0 0%
b Preferred Equity portion of Capital Structure	<u>0 0%</u>
c Weighted Cost of Preferred Equity	0 0%
<b>4 Railroad Industry Weighted Cost of Capital<sup>5</sup></b>	10 55%

<sup>1</sup> Grey VS at 30  
<sup>2</sup> Line 1a x Line 1b  
<sup>3</sup> Line 2a x Line 2b  
<sup>4</sup> The railroads had no preferred equity outstanding in 2007  
<sup>5</sup> Line 1c + Line 2c - Line 3c

<sup>20</sup>We utilize Gray's calculation of the railroad industry capital structure for 2007. However, as we explained above, we were unable to fully authenticate Gray's market value of debt due to lack of clarity and detail in his workpapers. We were able to recreate Gray's market value of common equity.

**As shown in Table 4 above, the railroad weighted average cost of capital in 2007 equals 10.55 percent.**

**VERIFICATION**

COMMONWEALTH OF VIRGINIA      )  
  )  
CITY OF ALEXANDRIA                )

I, THOMAS D CROWLEY, verify under penalty of perjury that I have read the foregoing Verified Statement of Thomas D Crowley, that I know the contents thereof, and that the same are true and correct. Further, I certify that I am qualified and authorized to file this statement

Thomas D Crowley  
Thomas D Crowley

Sworn to and subscribed  
before me this day of June 23, 2008

Dene R. Koeners  
Notary Public for the State of Virginia

My Commission expires November 30, 2012

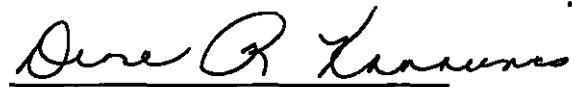
**VERIFICATION**

COMMONWEALTH OF VIRGINIA )  
                                )  
CITY OF ALEXANDRIA         )

I, DANIEL L. FAPP, verify under penalty of perjury that I have read the foregoing Verified Statement of Daniel L. Fapp, that I know the contents thereof, and that the same are true and correct. Further, I certify that I am qualified and authorized to file this statement.

  
\_\_\_\_\_  
Daniel L. Fapp

Sworn to and subscribed  
before me this day of June 23, 2008.



Notary Public for the State of Virginia

My Commission expires: *November 30, 2012*

**LIST OF EXHIBITS**

<b><u>Exhibit No.</u></b>	<b><u>Description</u></b>
(1)	(2)
1	Thomas D Crowley Statement Of Qualifications
2	Daniel L Fapp Statement of Qualifications
3	Weekly Market Caps For The Study Railroads
4	Weekly Change In Railroad Stock Portfolio
5	S&P 500 Index And 3-Month T-Bill Weekly Returns
6	Excess Returns On S&P 500 And Railroad Portfolio Over 3-Month T-Bills
7	OLS Regression Results
8	2007 Average Railroad Beta
9	Restated Debt Flotation Cost

**STATEMENT OF QUALIFICATIONS**

My name is Thomas D. Crowley. I am an economist and President of the economic consulting firm of L. E. Peabody & Associates, Inc. The firm's offices are located at 1501 Duke Street, Suite 200, Alexandria, Virginia 22314, and 10445 N. Oracle Road, Suite 151, Tucson, Arizona 85737

I am a graduate of the University of Maine from which I obtained a Bachelor of Science degree in Economics. I have also taken graduate courses in transportation at George Washington University in Washington, D.C. I spent three years in the United States Army and since February 1971 have been employed by L. E. Peabody & Associates, Inc.

I am a member of the American Economic Association, the Transportation Research Forum, and the American Railway Engineering and Maintenance-of-Way Association.

The firm of L. E. Peabody & Associates, Inc. specializes in analyzing matters related to the rail transportation of coal. As a result of my extensive economic consulting practice since 1971 and my participating in maximum-rate, rail merger, service disputes and rule-making proceedings before various government and private governing bodies, I have become thoroughly familiar with the rail carriers that move coal over the major coal routes in the United States. This familiarity extends to subjects of railroad service, costs and profitability, railroad capacity, railroad traffic prioritization and the structure and operation of the various contracts and tariffs that historically have governed the movement of coal by rail.

**STATEMENT OF QUALIFICATIONS**

As an economic consultant, I have organized and directed economic studies and prepared reports for railroads, freight forwarders and other carriers, for shippers, for associations and for state governments and other public bodies dealing with transportation and related economic problems. Examples of studies I have participated in include organizing and directing traffic, operational and cost analyses in connection with multiple car movements, unit train operations for coal and other commodities, freight forwarder facilities, TOFC/COFC rail facilities, divisions of through rail rates, operating commuter passenger service, and other studies dealing with markets and the transportation by different modes of various commodities from both eastern and western origins to various destinations in the United States. The nature of these studies enabled me to become familiar with the operating practices and accounting procedures utilized by railroads in the normal course of business.

Additionally, I have inspected and studied both railroad terminal and line-haul facilities used in handling various commodities, and in particular unit train coal movements from coal mine origins in the Powder River Basin and in Colorado to various utility destinations in the eastern, mid-western and western portions of the United States and from the Eastern coal fields to various destinations in the Mid-Atlantic, northeastern, southeastern and mid-western portions of the United States. These operational reviews and studies were used as a basis for the determination of the traffic and operating characteristics for specific movements of coal and numerous other commodities handled by rail.

**STATEMENT OF QUALIFICATIONS**

I have frequently been called upon to develop and coordinate economic and operational studies relative to the acquisition of coal and the rail transportation of coal on behalf of electric utility companies. My responsibilities in these undertakings included the analyses of rail routes, rail operations and an assessment of the relative efficiency and costs of railroad operations over those routes. I have also analyzed and made recommendations regarding the acquisition of railcars according to the specific needs of various coal shippers. The results of these analyses have been employed in order to assist shippers in the development and negotiation of rail transportation contracts which optimize operational efficiency and cost effectiveness.

I have developed property and business valuations of privately held freight and passenger railroads for use in regulatory, litigation and commercial settings. These valuation assignments required me to develop company and/or industry specific costs of debt, preferred equity and common equity, as well as target and actual capital structures. I am also well acquainted with and have used the commonly accepted models for determining a company's cost of common equity, including the Discounted Cash Flow Model ("DCF"), Capital Asset Pricing Model ("CAPM"), and the Farma-French Three Factor Model.

Moreover, I have developed numerous variable cost calculations utilizing the various formulas employed by the Interstate Commerce Commission ("ICC") and the Surface Transportation Board ("STB") for the development of variable costs for common carriers, with particular emphasis on the basis and use of the Uniform Railroad Costing System ("URCS") and its predecessor, Rail

**STATEMENT OF QUALIFICATIONS**

Form A. I have utilized URCS/Rail form A costing principles since the beginning of my career with L. E. Peabody & Associates Inc. in 1971.

I have frequently presented both oral and written testimony before the ICC, STB, Federal Energy Regulatory Commission, Railroad Accounting Principles Board, Postal Rate Commission and numerous state regulatory commissions, federal courts and state courts. This testimony was generally related to the development of variable cost of service calculations, rail traffic and operating patterns, fuel supply economics, contract interpretations, economic principles concerning the maximum level of rates, implementation of maximum rate principles, and calculation of reparations or damages, including interest. I presented testimony before the Congress of the United States, Committee on Transportation and Infrastructure on the status of rail competition in the western United States. I have also presented expert testimony in a number of court and arbitration proceedings concerning the level of rates, rate adjustment procedures, service, capacity, costing, rail operating procedures and other economic components of specific contracts.

Since the implementation of the Staggers Rail Act of 1980, which clarified that rail carriers could enter into transportation contracts with shippers, I have been actively involved in negotiating transportation contracts on behalf of coal shippers. Specifically, I have advised utilities concerning coal transportation rates based on market conditions and carrier competition, movement specific service commitments, specific cost-based rate adjustment provisions, contract reopeners that recognize changes in productivity and cost-based ancillary charges. I have also

**STATEMENT OF QUALIFICATIONS**

reviewed, analyzed and evaluated both UP's Circular 111 and BNSF 90068 rate levels and other terms and conditions on behalf of coal shippers

I have been actively engaged in negotiating coal supply contracts for various users throughout the United States. In addition, I have analyzed the economic impact of buying out, brokering, and modifying existing coal supply agreements. My coal supply assignments have encompassed analyzing alternative coals to determine the impact on the delivered price of operating and maintenance costs, unloading costs, shrinkage factor and by-product savings.

I have developed different economic analyses regarding rail transportation matters for over sixty (60) electric utility companies located in all parts of the United States, and for major associations, including American Paper Institute, American Petroleum Institute, Chemical Manufacturers Association, Coal Exporters Association, Edison Electric Institute, Mail Order Association of America, National Coal Association, National Industrial Transportation League, North America Freight Car Association, the Fertilizer Institute and Western Coal Traffic League. In addition, I have assisted numerous government agencies, major industries and major railroad companies in solving various transportation-related problems.

In the two Western rail mergers that resulted in the creation of the present BNSF Railway Company and Union Pacific Railroad Company and in the acquisition of Conrail by Norfolk Southern Railway Company and CSX Transportation, Inc., I reviewed the railroads' applications including their supporting traffic, cost and operating data and provided detailed evidence supporting

**STATEMENT OF QUALIFICATIONS**

requests for conditions designed to maintain the competitive rail environment that existed before the proposed mergers and acquisition. In these proceedings, I represented shipper interests, including plastic, chemical, coal, paper and steel shippers.

I have participated in various proceedings involved with the division of through rail rates. For example, I participated in ICC Docket No 35585, Akron, Canton & Youngstown Railroad Company, et al. v. Aberdeen and Rockfish Railroad Company, et al which was a complaint filed by the northern and mid-western rail lines to change the primary north-south divisions I was personally involved in all traffic, operating and cost aspects of this proceeding on behalf of the northern and mid-western rail lines. I was the lead witness on behalf of the Long Island Rail Road in ICC Docket No. 36874, Notice of Intent to File Division Complaint by the Long Island Rail Road Company.

**STATEMENT OF QUALIFICATIONS**

My name is Daniel L. Fapp. I am Vice President of the economic consulting firm of L E Peabody & Associates, Inc. The firm's offices are located at 1501 Duke Street, Suite 200, Alexandria, VA 22314, and 10445 N. Oracle Road, Suite 151, Tucson, AZ 85737

I received a Bachelor of Science degree in Business Administration with an option in Marketing (cum laude) from the California State University, Northridge in 1987, and a Master of Business Administration degree from the University of Arizona's Eller College of Management in 1993, specializing in finance and operations management. I am also a member of Beta Gamma Sigma, the national honor society for collegiate schools of business.

I have been employed by L E Peabody & Associates, Inc since December 1997. Prior to joining L. E Peabody & Associates, Inc , I was employed by BHP Copper Inc. in the role of Transportation Manager - Finance and Administration, and where I also served as an officer of the three BHP Copper Inc. subsidiary railroads, The San Manuel Arizona Railroad, the Magma Arizona Railroad (also known as the BHP Arizona Railroad) and the BHP Nevada Railroad. I have also held operations management positions with Arizona Lithographers in Tucson, AZ and MCA-Universal Studios in Universal City, CA

While at BHP Copper Inc , I was responsible for all financial and administrative functions of the company's transportation group. I also directed the BHP Copper Inc. subsidiary railroads' cost and revenue accounting staff, and managed the San Manucl Arizona Railroad's and BHP Arizona Railroad's dispatchers and the railroad dispatching functions. I served on the company's Commercial and Transportation Management Team and the company's Railroad Acquisition Team where I was responsible for evaluating the acquisition of new railroads, including developing financial and economic assessment models. While with MCA-Universal Studios, I

### **STATEMENT OF QUALIFICATIONS**

held several operations management positions, including Tour Operations Manager, where my duties included vehicle routing and scheduling, personnel scheduling, forecasting facilities utilization, and designing and performing queuing analyses.

As part of my work for L. E. Peabody & Associates, Inc., I have performed and directed numerous projects and analyses undertaken on behalf of utility companies, short line railroads, bulk shippers, and industry and trade associations. Examples of studies which I have participated in organizing and directing include, traffic, operational and cost analyses in connection with the rail movement of coal, metallic ores, pulp and paper products, and other commodities. I have also analyzed multiple car movements, unit train operations, divisions of through rail rates and switching operations throughout the United States. The nature of these studies enabled me to become familiar with the operating procedures utilized by railroads in the normal course of business.

Since 1997, I have participated in the development of cost of service analyses for the movement of coal over the major eastern and western coal-hauling railroads. I have conducted on-site studies of switching, detention and line-haul activities relating to the handling of coal. I have also participated in and managed several projects assisting short-line railroads. In these engagements, I assisted short-line railroads in their negotiations with connecting Class I carriers, performed railroad property and business evaluations, and worked on rail line abandonment projects.

I have been frequently called upon to perform financial analyses and assessments of Class I, Class II and Class III railroad companies. In addition, I have developed various financial models exploring alternative methods of transportation contracting and cost assessment.

### **STATEMENT OF QUALIFICATIONS**

developed corporate profitability and cost studies, and evaluated capital expenditure requirements. I have determined the Going Concern Value of privately held freight and passenger railroads, including developing company specific costs of debt and equity for use in discounting future company cash flows. My consulting assignments regularly involve working with and determining various facets of railroad financial issues, including cost of capital determinations. In these assignments, I have calculated railroad capital structures, market values, cost of railroad debt, cost of preferred railroad equity and common railroad equity. I am also well acquainted with and have used the commonly accepted models for determining a firm's cost of equity, including the Discounted Cash Flow Model ("DCF"), Capital Asset Pricing Model ("CAPM"), Fama-French Three Factor Model and Arbitrage Pricing Model.

In my tenure with L. E. Peabody & Associates, Inc., I have assisted in the development and presentation of traffic and revenue forecasts, operating expense forecasts, and discounted cash-flow models which were presented in numerous proceedings before the STB. I presented evidence applying the STB's stand-alone cost procedures in Docket Number 42057, *Public Service Company of Colorado d/b/a Xcel Energy v. The Burlington Northern and Santa Fe Railway Company*, and in Docket Number 42071, *Otter Tail Power Company v. BNSF Railway Company*. I have also presented evidence before the STB in Ex Parte No. 661, *Rail Fuel Surcharges*, in Ex Parte No. 558 (Sub-No. 10), *Railroad Cost of Capital – 2006*, and Ex Parte No. 664, *Methodology To Be Employed In Determining The Railroad Industry Cost Of Capital*. In addition, my reports have been used as evidence before the Nevada State Tax Commission.

Weekly Market Caps For The Study Railroads

Week (1)	Closing Adjusted Stock Price 1/					Common Equity Outstanding 2/					Market Capitalization 3/						
	BNSF (2)		CSX (3)		UP (5)	BNSF (6)		CSX (7)		NS (8)	UP (9)	BNSF (10)		CSX (11)		NS (12)	LP (13)
	Aggregate Market Cap 4/ (14)																
1 12/31/01	26.93	17.83	18.47	54.24	386,674,903	424,324,626	385,528,270	248,405,819	10,413.16	7,565.71	7,120.71	13,473.53	38,573.10	38,573.10	38,573.10		
2 1/7/2002	24.79	16.79	17.22	52.60	386,674,903	424,324,626	385,528,270	248,405,819	9,585.67	7,124.41	6,638.80	13,066.15	36,415.02	36,415.02	36,415.02		
3 1/14/2002	24.38	16.95	17.60	52.30	386,674,903	424,324,626	385,528,270	248,405,819	9,427.13	7,192.30	6,785.30	12,991.62	36,396.36	36,396.36	36,396.36		
4 1/21/2002	25.62	18.15	20.08	55.24	386,674,903	424,324,626	385,528,270	248,405,819	9,906.61	7,701.49	7,741.41	13,721.94	39,071.45	39,071.45	39,071.45		
5 1/28/2002	25.75	18.39	20.51	55.78	386,674,903	427,777,300	385,528,270	248,405,819	9,956.88	7,866.82	7,907.18	13,856.08	39,586.96	39,586.96	39,586.96		
6 2/4/2002	24.89	17.40	19.30	54.24	384,250,986	427,777,300	386,536,743	243,570,535	9,564.01	7,443.33	7,460.16	13,211.27	37,678.76	37,678.76	37,678.76		
7 2/11/2002	24.85	17.00	19.38	54.14	384,250,986	427,777,300	386,536,743	243,570,535	9,548.64	7,272.21	7,491.08	13,186.91	37,498.84	37,498.84	37,498.84		
8 2/18/2002	24.94	16.75	20.03	54.56	384,250,986	427,777,300	386,536,743	243,570,535	9,583.22	7,165.27	7,742.33	13,289.21	37,780.03	37,780.03	37,780.03		
9 2/25/2002	26.77	18.01	22.91	56.74	384,250,986	427,777,300	386,536,743	243,570,535	10,286.40	7,704.27	8,555.56	13,820.19	40,666.42	40,666.42	40,666.42		
10 3/4/2002	27.49	17.95	22.79	55.56	384,250,986	427,777,300	386,536,743	243,570,535	10,563.06	7,678.60	8,809.17	13,532.78	40,583.61	40,583.61	40,583.61		
11 3/11/2002	27.53	17.84	21.90	55.54	384,250,986	427,777,300	386,536,743	243,570,535	10,578.43	7,631.55	8,465.15	13,527.91	40,203.04	40,203.04	40,203.04		
12 3/18/2002	27.13	17.50	21.34	55.60	384,250,986	427,777,300	386,536,743	243,570,535	10,424.73	7,486.10	8,248.69	13,542.52	39,702.05	39,702.05	39,702.05		
13 3/25/2002	27.42	17.70	21.78	56.36	384,250,986	427,777,300	386,536,743	243,570,535	10,536.16	7,571.66	8,418.77	13,727.64	40,254.23	40,254.23	40,254.23		
14 4/1/2002	26.29	16.97	20.77	52.92	384,250,986	424,724,402	388,088,216	243,570,535	10,101.96	7,207.57	8,060.59	12,889.75	38,259.88	38,259.88	38,259.88		
15 4/8/2002	26.74	17.41	22.24	53.52	384,250,986	424,724,402	388,088,216	243,570,535	10,274.87	7,394.45	8,631.08	13,035.90	39,336.30	39,336.30	39,336.30		
16 4/15/2002	26.26	17.05	21.15	52.04	384,250,986	424,724,402	388,088,216	243,570,535	10,090.43	7,241.55	8,208.07	12,675.41	38,215.46	38,215.46	38,215.46		
17 4/22/2002	25.26	17.02	19.65	51.88	383,020,551	424,724,402	388,088,216	243,570,535	9,675.10	7,228.81	7,625.93	12,636.44	37,166.28	37,166.28	37,166.28		
18 4/29/2002	25.75	17.12	19.48	53.26	383,020,551	424,724,402	388,088,216	243,570,535	9,862.78	7,271.28	7,559.96	12,972.57	37,666.59	37,666.59	37,666.59		
19 5/6/2002	25.43	16.54	18.83	52.74	383,020,551	424,724,402	388,088,216	243,570,535	9,740.21	7,024.94	7,307.70	13,282.68	37,355.53	37,355.53	37,355.53		
20 5/13/2002	26.21	16.67	19.85	55.48	383,020,551	424,724,402	388,088,216	251,852.020	10,038.97	7,080.16	7,703.55	13,972.75	38,795.43	38,795.43	38,795.43		
21 5/20/2002	25.46	16.07	19.06	55.74	383,020,551	424,724,402	388,088,216	251,852.020	9,751.70	6,825.32	7,396.96	14,038.23	38,012.22	38,012.22	38,012.22		
22 5/28/2002	25.72	16.03	19.31	55.56	383,020,551	424,724,402	388,088,216	251,852.020	9,851.29	6,808.33	7,493.98	13,992.90	38,146.50	38,146.50	38,146.50		
23 6/3/2002	26.27	16.08	19.42	56.50	383,020,551	424,724,402	388,088,216	251,852.020	10,061.95	6,829.57	7,536.67	14,229.64	38,657.83	38,657.83	38,657.83		
24 6/10/2002	26.27	15.67	19.27	57.66	383,020,551	424,724,402	388,088,216	251,852.020	10,061.95	6,655.43	7,478.46	14,521.79	38,717.63	38,717.63	38,717.63		
25 6/17/2002	26.92	15.89	20.72	58.68	383,020,551	424,724,402	388,088,216	251,852.020	10,310.91	6,748.87	8,041.19	14,778.68	39,879.65	39,879.65	39,879.65		
26 6/24/2002	27.38	16.33	21.33	57.58	383,020,551	424,724,402	388,088,216	251,852.020	10,487.10	6,935.75	8,277.92	14,501.64	40,202.41	40,202.41	40,202.41		
27 7/1/2002	27.77	16.84	21.71	57.74	383,020,551	425,772,424	388,088,216	251,852.020	10,636.48	7,170.01	8,425.40	14,541.94	40,773.82	40,773.82	40,773.82		
28 7/8/2002	26.10	15.53	19.58	53.42	383,020,551	425,772,424	388,088,216	251,852.020	9,996.84	6,612.25	7,598.77	13,453.93	37,661.78	37,661.78	37,661.78		
29 7/15/2002	25.26	15.31	18.09	52.90	383,020,551	425,772,424	388,088,216	251,852.020	9,675.10	6,518.58	7,020.52	13,322.97	36,537.16	36,537.16	36,537.16		
30 7/22/2002	26.10	15.62	18.22	51.88	380,525,605	425,772,424	388,088,216	251,852.020	9,931.72	6,650.57	7,070.97	13,066.08	36,719.33	36,719.33	36,719.33		
31 7/29/2002	25.57	15.43	17.35	51.32	380,525,605	425,772,424	388,088,216	251,852.020	9,730.04	6,569.67	6,733.33	12,925.05	35,958.08	35,958.08	35,958.08		
32 8/5/2002	26.78	16.65	19.22	55.60	380,525,605	425,772,424	388,445,686	252,770,119	10,190.48	7,089.11	7,465.93	14,054.02	38,799.53	38,799.53	38,799.53		
33 8/12/2002	26.18	16.59	19.40	55.32	380,525,605	425,772,424	388,445,686	252,770,119	9,962.16	7,063.56	7,535.85	13,983.24	38,544.81	38,544.81	38,544.81		
34 8/19/2002	26.58	16.74	19.41	57.10	380,525,605	425,772,424	388,445,686	252,770,119	10,114.37	7,127.43	7,539.73	14,433.17	39,214.71	39,214.71	39,214.71		
35 8/26/2002	26.24	16.27	19.16	55.10	380,525,605	425,772,424	388,445,686	252,770,119	9,984.99	6,927.32	7,442.62	13,927.63	38,282.56	38,282.56	38,282.56		

Weekly Market Caps For The Study Railroads

Week	Common Equity Outstanding 2/						Market Cap (millions) 3/						
	BNSF			CSX			BNSF			CSX			
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	
36	9/3/2002	13.83	18.80	53.92	380,525,605	425,772,424	388,445,686	252,770,119	9,513.14	5,888.43	7,302.78	13,629.36	
37	9/9/2002	13.52	19.49	54.28	340,525,605	425,772,424	388,445,686	252,770,119	9,494.11	5,756.44	7,570.81	13,720.36	
38	9/16/2002	13.74	19.85	54.24	180,525,605	425,772,424	388,445,686	252,770,119	9,242.97	5,850.11	7,710.65	13,710.25	
39	9/23/2002	12.76	19.70	53.96	380,525,605	425,772,424	388,445,686	252,770,119	8,721.65	5,432.86	7,652.38	13,639.48	
40	9/30/2002	12.35	19.13	52.40	180,525,605	426,060,804	388,646,516	252,770,119	8,504.75	5,236.29	7,434.81	13,245.15	
41	10/7/2002	21.36	12.38	19.34	54.78	380,525,605	426,060,804	388,646,516	252,770,119	8,899.08	5,274.63	7,516.42	13,846.75
42	10/14/2002	21.91	12.71	19.39	54.48	380,525,605	426,060,804	388,646,516	252,770,119	9,098.17	5,415.23	7,535.86	13,770.92
43	10/21/2002	23.73	12.80	19.15	55.48	380,525,605	426,060,804	388,646,516	252,770,119	9,029.87	5,453.58	7,442.58	14,023.69
44	10/28/2002	24.37	13.35	19.42	55.44	380,525,605	426,060,804	388,646,516	252,770,119	9,273.41	5,687.91	7,547.52	14,013.58
45	11/4/2002	24.46	13.55	20.27	55.06	377,475,697	426,060,804	388,646,516	251,282,042	9,233.06	5,773.12	7,877.86	13,945.71
46	11/11/2002	21.82	13.00	19.38	54.04	377,475,697	426,060,804	388,646,516	253,282,042	8,991.47	5,538.79	7,531.97	13,687.36
47	11/18/2002	23.31	12.87	18.26	51.54	377,475,697	426,060,804	388,646,516	253,282,042	8,798.96	5,483.40	7,096.69	13,054.16
48	11/25/2002	23.22	12.97	18.12	52.86	377,475,697	426,060,804	388,646,516	253,282,042	8,764.99	5,526.01	7,042.27	13,388.49
49	12/2/2002	23.83	13.36	18.54	55.00	377,475,697	426,060,804	388,646,516	253,282,042	8,995.25	5,692.17	7,205.51	13,930.51
50	12/9/2002	23.99	13.05	17.84	54.54	377,475,697	426,060,804	388,646,516	253,282,042	9,055.64	5,560.09	6,933.45	13,814.00
51	12/16/2002	24.00	13.49	18.17	55.82	377,475,697	426,060,804	388,646,516	253,282,042	9,059.42	5,747.56	7,061.71	14,138.20
52	12/23/2002	23.70	13.22	17.74	54.76	377,475,697	426,060,804	388,646,516	253,282,042	8,946.17	5,632.52	6,994.59	13,869.72
53	12/30/2002	24.60	13.65	18.70	55.72	377,475,697	426,060,804	388,646,516	253,282,042	9,285.90	5,815.73	7,267.69	14,112.88
54	1/6/2003	24.59	14.30	18.84	56.40	377,475,697	426,060,804	388,646,516	253,282,042	9,282.13	6,092.67	7,322.10	14,285.11
55	1/13/2003	24.56	13.56	17.73	54.86	377,475,697	426,060,804	388,646,516	253,282,042	9,270.80	5,777.38	6,890.70	13,895.05
56	1/20/2003	23.11	12.40	16.68	51.76	377,475,697	426,060,804	388,646,516	253,282,042	8,723.46	5,283.15	6,482.62	13,109.88
57	1/27/2003	23.92	13.14	18.09	52.30	377,475,697	429,373,132	388,646,516	253,282,042	9,029.22	5,641.96	7,030.62	13,246.65
58	2/3/2003	23.63	12.71	17.66	51.52	374,898,045	429,373,132	389,057,174	253,834,768	8,858.84	5,457.33	6,870.75	13,077.57
59	2/10/2003	23.21	12.38	17.19	50.68	374,898,045	429,373,132	389,057,174	253,834,768	8,701.38	5,315.64	6,687.89	12,864.35
60	2/17/2003	21.39	12.72	17.69	51.66	374,898,045	429,373,132	389,057,174	253,834,768	8,768.87	5,461.63	6,882.42	13,113.10
61	2/24/2003	21.02	12.64	17.57	50.58	374,898,045	429,373,132	389,057,174	253,834,768	8,630.15	5,427.28	6,835.73	12,838.96
62	3/3/2003	22.83	12.75	17.56	50.32	374,898,045	429,373,132	389,057,174	253,834,768	8,558.92	5,474.51	6,831.84	12,772.97
63	3/10/2003	22.37	12.68	16.97	48.96	374,898,045	429,373,132	389,057,174	253,834,768	8,386.47	5,444.45	6,602.30	12,427.75
64	3/17/2003	24.52	14.12	18.36	53.62	374,898,045	429,373,132	389,057,174	253,834,768	9,192.50	6,062.75	7,143.09	13,610.62
65	3/24/2003	23.52	13.73	17.57	51.96	374,898,045	429,373,132	389,057,174	253,834,768	8,817.60	5,895.29	6,835.73	13,189.25
66	3/31/2003	23.33	13.89	17.51	52.36	374,898,045	427,437,026	389,797,649	253,834,768	8,746.37	5,937.10	6,825.36	13,290.79
67	4/7/2003	23.89	13.78	17.97	52.42	374,898,045	427,437,026	389,797,649	253,834,768	8,956.31	5,890.08	7,004.66	13,306.02
68	4/14/2003	25.06	14.64	18.40	53.76	374,898,045	427,437,026	389,797,649	253,834,768	9,394.95	6,257.68	7,133.30	13,646.16
69	4/21/2003	25.81	14.62	18.99	54.64	372,650,439	427,437,026	389,797,649	253,834,768	9,618.11	6,249.13	7,402.26	13,869.53
70	4/28/2003	25.91	19.56	54.96	15.07	372,650,439	427,437,026	389,797,649	253,834,768	9,655.37	6,441.48	7,624.44	13,950.76

Weekly Market Caps For The Study Railroads

Week	Closing Adjusted Stock Price 1/				Common Equity Outstanding 2/				Market Cap 3/					
	BNSF	CSX	NS	UP	BNSF	CSX	NS	UP	BNSF	CSX	NS	UP		
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
71	5/5/2003	26.18	15.16	19.81	55.58	372,650,439	427,437,026	389,797,649	254,074,406	9,755.99	6,479.95	7,721.89	14,121.46	38,079.28
72	5/12/2003	26.49	15.32	20.05	55.20	372,650,439	427,437,026	389,797,649	254,074,406	9,871.51	6,548.34	7,815.44	14,024.91	38,260.20
73	5/19/2003	26.15	14.66	19.73	54.56	372,650,439	427,437,026	389,797,649	254,074,406	9,744.81	6,266.23	7,690.71	13,862.30	37,564.04
74	5/27/2003	27.31	15.46	20.27	56.14	372,650,439	427,437,026	389,797,649	254,074,406	10,177.08	6,608.18	7,901.20	14,263.74	38,950.20
75	6/2/2003	27.20	14.98	20.11	56.12	372,650,439	427,437,026	389,797,649	254,074,406	10,136.09	6,403.01	7,838.83	14,258.66	38,636.58
76	6/9/2003	27.55	14.48	19.74	55.70	372,650,439	427,437,026	389,797,649	254,074,406	10,266.52	6,189.29	7,694.61	14,151.94	38,302.36
77	6/16/2003	27.01	14.32	18.69	54.30	372,650,439	427,437,026	389,797,649	254,074,406	10,065.29	6,120.90	7,285.32	13,796.24	37,267.74
78	6/23/2003	26.40	14.16	17.86	53.54	372,650,439	427,437,026	389,797,649	254,074,406	9,837.97	6,052.51	6,961.79	13,603.14	36,455.41
79	6/30/2003	26.50	14.38	17.96	53.40	372,650,439	427,928,180	390,206,788	254,074,406	9,875.24	6,151.61	7,008.11	13,567.57	36,604.53
80	7/7/2003	26.59	14.64	18.06	54.26	372,650,439	427,928,180	390,206,788	254,074,406	9,908.78	6,264.87	7,047.13	13,786.08	37,006.86
81	7/14/2003	26.69	14.88	18.05	54.56	372,650,439	427,928,180	390,206,788	254,074,406	9,946.04	6,367.57	7,043.23	13,862.30	37,219.14
82	7/21/2003	25.96	15.39	17.52	56.56	372,650,439	427,928,180	390,206,788	254,074,406	9,674.01	6,585.81	6,836.42	14,370.45	37,466.69
83	7/28/2003	25.57	14.58	17.58	56.10	372,379,986	427,928,180	390,206,788	254,074,406	9,521.76	6,239.19	6,859.84	14,253.57	36,874.36
84	8/4/2003	25.47	14.57	17.62	56.58	372,379,986	427,928,180	390,206,788	254,620,532	9,484.52	6,234.91	6,875.44	14,406.43	37,001.31
85	8/11/2003	25.43	14.62	17.40	56.00	372,379,986	427,928,180	390,206,788	254,620,532	9,469.62	6,256.31	6,789.60	14,258.75	36,774.28
86	8/18/2003	24.87	14.73	17.01	54.98	372,379,986	427,928,180	390,206,788	254,620,532	9,261.09	6,303.38	6,637.42	13,999.04	36,200.93
87	8/25/2003	26.34	15.29	17.69	56.30	372,379,986	427,928,180	390,206,788	254,074,406	9,808.49	6,543.02	6,902.76	14,335.14	37,589.40
88	9/2/2003	26.74	14.99	18.00	56.18	372,379,986	427,928,180	390,206,788	254,074,406	9,957.44	6,414.64	7,023.72	14,304.58	37,700.39
89	9/8/2003	26.82	15.05	18.05	56.48	372,379,986	427,928,180	390,206,788	254,074,406	9,987.23	6,440.32	7,043.23	14,380.97	37,851.75
90	9/15/2003	27.46	14.87	18.21	56.16	372,379,986	427,928,180	390,206,788	254,620,532	10,225.55	6,363.29	7,105.67	14,299.49	37,994.00
91	9/22/2003	26.81	13.93	17.12	53.62	372,379,986	427,928,180	390,206,788	254,620,532	9,983.51	5,961.04	6,680.34	13,652.75	36,277.64
92	9/29/2003	27.56	14.14	17.60	54.94	372,379,986	428,037,384	390,206,788	255,181,800	10,262.79	6,052.45	6,867.64	13,988.85	37,171.73
93	10/6/2003	27.42	14.07	17.43	53.96	372,379,986	428,037,384	390,419,172	254,620,532	10,210.66	6,022.49	6,805.01	13,739.32	36,777.48
94	10/13/2003	27.76	14.47	17.93	55.06	372,379,986	428,037,384	390,419,172	254,620,532	10,337.27	6,193.70	7,000.22	14,019.41	37,550.59
95	10/20/2003	26.32	14.11	17.51	55.70	372,379,986	428,037,384	390,419,172	254,620,532	9,801.04	6,039.61	6,836.24	14,182.36	36,859.25
96	10/27/2003	27.03	15.07	18.72	58.06	371,220,104	428,037,384	390,419,172	254,620,532	10,034.08	6,450.52	7,308.65	14,783.27	38,576.52
97	11/3/2003	27.28	16.01	20.04	60.00	371,220,104	428,037,384	390,419,172	255,181,800	10,126.88	6,852.88	7,824.00	15,310.91	40,114.67
98	11/10/2003	27.86	16.15	19.68	59.60	371,220,104	428,037,384	390,419,172	255,181,800	10,342.19	6,912.80	7,683.45	15,208.84	40,147.28
99	11/17/2003	27.38	15.70	19.61	58.48	371,220,104	428,037,384	390,419,172	255,181,800	10,164.01	6,720.19	7,656.12	14,923.03	39,463.35
100	11/24/2003	27.81	16.10	19.96	59.06	371,220,104	428,037,384	390,419,172	255,181,800	10,323.63	6,891.40	7,792.77	15,071.04	40,078.84
101	12/1/2003	28.40	16.22	20.98	60.70	371,220,104	428,037,384	390,419,172	255,181,800	10,542.65	6,942.77	8,190.99	15,489.54	41,165.95
102	12/8/2003	29.75	16.33	22.02	62.72	371,220,104	428,037,384	390,419,172	255,181,800	11,043.80	6,989.85	8,597.03	16,015.00	42,635.68
103	12/15/2003	30.05	16.80	22.00	63.22	371,220,104	428,037,384	390,419,172	255,181,800	11,155.16	7,191.03	8,589.22	16,132.59	43,068.01
104	12/22/2003	29.90	16.94	21.93	64.02	371,220,104	428,037,384	390,419,172	255,181,800	11,099.48	7,250.95	8,561.89	16,336.74	43,249.07
105	12/29/2003	30.04	17.05	22.31	64.18	371,220,104	428,037,384	390,419,172	255,181,800	11,151.45	7,298.04	8,710.25	16,428.60	43,588.35

Weekly Market Caps For The Study Railroads

Week (1)	Closing Adjusted Stock Price 1/ <u>BNSF</u> <u>CSX</u>				Common Equity Outstanding 2/ <u>BNSF</u> <u>CSX</u>				Weekly Market Cap (millions) 3/ <u>BNSF</u> <u>CSX</u>				Aggregate Market Cap 4/ (14)	
	<u>BNSF</u> (2)	<u>CSX</u> (3)	<u>NS</u> (4)	<u>UP</u> (5)	<u>BNSF</u> (6)	<u>CSX</u> (7)	<u>NS</u> (8)	<u>UP</u> (9)	<u>BNSF</u> (10)	<u>CSX</u> (11)	<u>NS</u> (12)	<u>UP</u> (13)		
106 1/5/2004	30.05	16.60	21.37	61.98	371,220,104	428,037,384	390,419,172	255,181,800	11,155.16	7,105.42	8,343.26	15,816.17	42,420.01	
107 1/12/2004	29.76	16.08	21.35	62.20	371,220,104	428,037,384	390,419,172	255,181,800	11,047.51	6,582.84	8,335.45	15,872.31	42,138.11	
108 1/20/2004	30.73	16.78	21.57	61.14	371,220,104	428,037,384	390,419,172	255,181,800	11,407.59	7,182.47	8,421.34	15,601.82	42,613.22	
109 1/26/2004	30.16	14.99	20.79	60.00	371,220,104	428,037,384	390,419,172	255,181,800	11,196.00	6,416.28	8,116.81	15,310.91	41,040.00	
110 2/2/2004	30.79	14.92	20.74	60.46	372,258,486	428,037,384	391,852,750	258,839,901	11,461.84	6,386.32	8,127.03	15,649.46	41,624.64	
111 2/9/2004	30.41	15.01	20.87	60.42	372,258,486	428,037,384	391,852,750	258,839,901	11,320.38	6,424.84	8,177.97	15,639.11	41,562.40	
112 2/17/2004	30.18	14.86	20.92	59.78	372,258,486	428,037,384	391,852,750	258,839,901	11,234.76	6,360.64	8,197.56	15,473.45	41,266.41	
113 2/23/2004	30.21	15.03	20.74	59.30	372,258,486	428,037,384	391,852,750	258,839,901	11,245.93	6,433.40	8,127.03	15,349.21	41,155.56	
114 3/1/2004	29.34	14.85	20.44	57.60	372,258,486	428,037,384	391,852,750	258,839,901	10,922.06	6,256.36	8,009.47	14,909.18	40,197.07	
115 3/8/2004	29.36	14.59	20.00	58.32	372,258,486	430,072,138	391,852,750	258,839,901	10,929.51	6,274.75	7,837.06	15,095.54	40,136.86	
116 3/15/2004	28.93	14.30	19.48	57.26	372,258,486	430,072,138	391,852,750	258,839,901	10,769.44	6,150.03	7,633.29	14,821.17	39,373.93	
117 3/22/2004	29.64	14.23	20.14	56.98	372,258,486	430,072,138	391,852,750	258,839,901	11,033.74	6,119.93	7,891.91	14,748.70	39,794.28	
118 3/29/2004	30.06	14.49	20.92	56.00	372,258,486	429,360,184	391,852,750	258,839,901	11,190.09	6,221.43	8,197.56	14,495.03	40,104.11	
119 4/5/2004	30.38	14.29	20.51	53.42	372,258,486	429,360,184	392,068,916	258,839,901	11,309.21	6,135.56	8,041.33	13,827.23	39,313.33	
120 4/12/2004	30.69	14.16	20.68	53.86	372,258,486	429,360,184	392,068,916	258,839,901	11,424.61	6,079.74	8,107.99	13,941.12	39,553.46	
121 4/19/2004	31.17	14.92	23.15	56.02	370,877,594	429,360,184	392,068,916	258,839,901	11,561.25	6,406.05	9,076.40	14,500.21	41,542.92	
122 4/26/2004	30.84	14.66	22.29	55.18	370,877,594	429,360,184	392,068,916	258,839,901	11,437.86	6,294.42	8,739.22	14,282.79	40,754.29	
123 5/3/2004	30.87	14.45	22.23	53.36	370,877,594	429,360,184	392,068,916	259,131,542	11,448.99	6,204.25	8,715.69	13,827.26	40,196.20	
124 5/10/2004	31.10	14.79	22.36	53.72	370,877,594	429,360,184	392,068,916	259,131,542	11,534.29	6,350.24	8,766.66	13,920.55	40,571.74	
125 5/17/2004	30.40	14.58	22.39	52.68	370,877,594	429,360,184	392,068,916	259,131,542	11,274.68	6,260.07	8,778.42	13,651.05	39,964.22	
126 5/24/2004	31.07	15.11	22.75	54.60	370,877,594	429,360,184	392,068,916	259,131,542	11,523.17	6,487.63	8,919.57	14,148.58	41,078.95	
127 6/1/2004	31.76	15.42	23.29	55.48	370,877,594	429,360,184	392,068,916	259,131,542	11,779.07	6,620.73	9,131.29	14,376.62	41,907.71	
128 6/7/2004	32.29	15.32	23.47	54.76	370,877,594	429,360,184	392,068,916	259,131,542	11,975.64	6,577.80	9,201.86	14,190.04	41,945.34	
129 6/14/2004	32.31	15.12	23.48	54.22	370,877,594	429,360,184	392,068,916	259,131,542	11,990.47	6,491.93	9,201.78	14,050.11	41,738.29	
130 6/21/2004	32.77	15.65	24.27	55.36	370,877,594	429,360,184	392,068,916	259,131,542	12,153.66	6,719.49	9,515.51	14,345.52	42,734.18	
131 6/28/2004	32.31	15.20	23.63	55.08	370,877,594	429,628,320	392,068,916	259,131,542	11,983.06	6,530.35	9,264.59	14,272.97	42,050.96	
132 7/6/2004	33.03	15.00	24.17	54.48	370,877,594	429,628,320	393,687,114	259,131,542	12,250.09	6,444.42	9,515.42	14,117.49	42,327.42	
133 7/12/2004	32.78	14.73	24.34	54.46	370,877,594	429,628,320	393,687,114	259,131,542	12,157.37	6,328.43	9,582.34	14,112.30	42,180.44	
134 7/19/2004	32.35	14.43	23.84	52.96	372,393,283	429,628,320	393,687,114	259,131,542	12,046.92	6,199.54	9,385.50	13,723.61	41,355.57	
135 7/26/2004	33.61	14.97	25.06	53.02	372,393,283	429,628,320	393,687,114	259,131,542	12,516.14	6,431.54	9,865.80	13,739.15	42,555.63	
136 8/2/2004	32.33	14.44	24.74	51.90	372,393,283	429,628,320	393,687,114	259,223,245	12,039.47	6,203.83	9,739.82	13,453.69	41,436.81	
137 8/9/2004	33.03	14.51	24.76	51.98	372,393,283	429,628,320	393,687,114	259,223,245	12,300.15	6,233.91	9,747.69	13,474.42	41,756.17	
138 8/16/2004	33.13	15.18	25.98	52.94	372,393,283	429,628,320	393,687,114	259,223,245	12,337.39	6,521.76	10,227.99	13,723.28	42,810.42	
139 8/23/2004	33.73	15.25	26.32	53.42	372,393,283	429,628,320	393,687,114	259,223,245	12,560.83	6,551.83	10,361.84	13,847.71	43,322.21	
140 8/30/2004	34.47	15.44	27.59	54.14					12,836.40	6,633.46	10,861.83	14,034.35	44,366.03	

Weekly Market Caps For The Study Railroads

Week (1)	Closing Adjusted Stock Price 1/						Common Equity Outstanding 2/						Weekly Market Cap (millions) 3/					
	<u>BNSF</u> (2)		<u>CSX</u> (3)		<u>UP</u> (5)		<u>BNSF</u> (6)		<u>CSX</u> (7)		<u>UP</u> (9)		<u>BNSF</u> (10)		<u>CSX</u> (11)		<u>UP</u> (12)	
	<u>NS</u> (4)	<u>UP</u> (5)	<u>NS</u> (4)	<u>UP</u> (5)	<u>NS</u> (4)	<u>UP</u> (5)	<u>NS</u> (8)	<u>UP</u> (9)	<u>NS</u> (8)	<u>UP</u> (9)	<u>NS</u> (8)	<u>UP</u> (9)	<u>NS</u> (12)	<u>UP</u> (13)	<u>NS</u> (12)	<u>UP</u> (13)	<u>NS</u> (12)	<u>UP</u> (13)
141 9/7/2004	35.11	15.95	27.47	55.72	55.72	27.47	372,393,283	429,628,320	393,687,114	259,223,245	13,074,73	6,852,57	10,814,59	14,443,92	45,185,80	45,185,80	45,185,80	
142 9/13/2004	35.78	16.16	27.75	56.06	56.06	27.75	372,393,283	429,628,320	393,687,114	259,223,245	13,324,23	6,942,79	10,924,82	14,532,06	45,723,90	45,723,90	45,723,90	
143 9/20/2004	36.11	16.36	27.70	56.00	56.00	27.70	372,393,283	429,628,320	393,687,114	259,223,245	13,447,12	7,028,72	10,905,13	14,516,50	45,897,48	45,897,48	45,897,48	
144 9/27/2004	36.80	16.21	28.53	56.28	56.28	28.53	372,393,283	429,658,942	393,687,114	259,223,245	13,704,07	6,964,77	11,231,89	14,589,08	46,489,82	46,489,82	46,489,82	
145 10/4/2004	38.10	16.94	28.94	58.46	58.46	28.94	372,393,283	429,658,942	396,006,701	259,223,245	14,188,18	7,278,42	11,460,43	15,154,19	48,081,23	48,081,23	48,081,23	
146 10/11/2004	37.80	16.66	29.47	57.22	57.22	29.47	372,393,283	429,658,942	396,006,701	259,223,245	14,076,47	7,158,12	11,670,32	14,832,75	47,737,66	47,737,66	47,737,66	
147 10/18/2004	39.08	16.49	30.72	57.70	57.70	30.72	372,393,283	429,658,942	396,006,701	259,223,245	14,553,13	7,085,08	12,165,33	14,957,18	48,760,71	48,760,71	48,760,71	
148 10/25/2004	39.79	17.51	32.00	59.56	59.56	32.00	372,393,283	429,658,942	396,006,701	259,223,245	14,817,53	7,523,33	12,672,21	15,439,34	50,452,41	50,452,41	50,452,41	
149 11/1/2004	41.78	17.69	32.93	61.44	61.44	32.93	375,921,640	429,658,942	396,006,701	259,585,446	15,706,01	7,600,67	13,040,50	15,948,93	52,296,10	52,296,10	52,296,10	
150 11/8/2004	42.35	18.20	33.00	61.20	61.20	33.00	375,921,640	429,658,942	396,006,701	259,585,446	15,920,28	7,819,79	13,068,22	15,886,63	52,694,92	52,694,92	52,694,92	
151 11/15/2004	42.25	18.01	31.34	59.70	59.70	31.34	375,921,640	429,658,942	396,006,701	259,585,446	15,882,69	7,738,16	12,410,85	15,497,25	51,528,95	51,528,95	51,528,95	
152 11/22/2004	42.82	18.27	32.47	59.98	59.98	32.47	375,921,640	429,658,942	396,006,701	259,585,446	16,096,96	7,849,87	12,858,34	15,569,94	52,375,11	52,375,11	52,375,11	
153 11/29/2004	44.16	18.46	33.90	60.36	60.36	33.90	375,921,640	429,658,942	396,006,701	259,585,446	16,600,70	7,931,50	13,424,63	15,668,58	53,625,41	53,625,41	53,625,41	
154 12/6/2004	43.62	18.33	33.18	58.42	58.42	33.18	375,921,640	429,658,942	396,006,701	259,585,446	16,397,70	7,875,65	13,139,50	15,164,98	52,577,83	52,577,83	52,577,83	
155 12/13/2004	44.04	18.86	32.94	59.34	59.34	32.94	375,921,640	429,658,942	396,006,701	259,585,446	16,555,59	8,103,37	13,044,46	15,403,80	53,107,22	53,107,22	53,107,22	
156 12/20/2004	44.66	19.17	34.07	63.48	63.48	19.17	375,921,640	429,658,942	396,006,701	259,585,446	16,788,66	8,236,56	13,491,95	16,478,48	54,995,65	54,995,65	54,995,65	
157 12/27/2004	45.19	19.28	34.21	63.92	63.92	19.28	375,921,640	429,658,942	396,006,701	259,585,446	16,987,90	8,283,82	13,547,39	16,592,70	55,411,81	55,411,81	55,411,81	
158 1/3/2005	43.09	18.69	34.47	61.58	61.58	18.69	375,921,640	429,658,942	396,006,701	259,585,446	16,198,46	8,030,33	13,650,35	15,985,27	53,864,41	53,864,41	53,864,41	
159 1/10/2005	44.05	18.49	34.24	58.78	58.78	18.49	375,921,640	429,658,942	396,006,701	259,585,446	16,559,35	7,944,39	13,559,27	15,258,43	53,321,44	53,321,44	53,321,44	
160 1/18/2005	43.96	17.95	33.39	57.42	57.42	17.95	375,921,640	429,658,942	396,006,701	259,585,446	16,525,52	7,712,38	13,222,66	14,905,40	52,365,95	52,365,95	52,365,95	
161 1/24/2005	45.03	18.79	32.20	55.98	55.98	18.79	375,921,640	429,658,942	396,006,701	259,585,446	16,927,75	8,073,29	12,751,42	14,531,59	52,284,05	52,284,05	52,284,05	
162 1/31/2005	45.39	18.97	33.38	56.24	56.24	18.97	375,921,640	429,658,942	400,276,939	260,499,036	17,063,08	8,150,63	13,361,24	14,678,53	53,253,49	53,253,49	53,253,49	
163 2/7/2005	45.16	19.17	33.90	57.48	57.48	19.17	377,927,038	429,658,942	400,276,939	260,499,036	17,067,19	8,236,56	13,569,39	15,002,17	53,875,30	53,875,30	53,875,30	
164 2/14/2005	47.02	19.37	33.56	60.60	60.60	19.37	377,927,038	429,658,942	400,276,939	260,499,036	17,770,13	8,322,49	13,433,29	15,816,48	55,342,40	55,342,40	55,342,40	
165 2/21/2005	48.44	20.21	34.67	60.80	60.80	20.21	377,927,038	429,658,942	400,276,939	260,499,036	18,306,79	8,683,41	13,877,60	15,868,68	56,736,48	56,736,48	56,736,48	
166 2/28/2005	50.26	20.74	35.04	61.40	61.40	20.74	377,927,038	431,239,528	400,276,939	260,499,036	18,994,61	8,943,91	14,025,70	16,025,28	57,989,50	57,989,50	57,989,50	
167 3/7/2005	50.95	20.49	35.81	63.20	63.20	20.49	377,927,038	431,239,528	400,276,939	260,499,036	19,255,38	8,836,10	14,333,92	16,495,08	58,920,47	58,920,47	58,920,47	
168 3/14/2005	52.71	20.57	35.71	63.40	63.40	20.57	377,927,038	431,239,528	400,276,939	260,499,036	19,920,53	8,870,60	14,293,89	16,547,28	59,632,30	59,632,30	59,632,30	
169 3/21/2005	53.37	20.60	36.05	65.86	65.86	20.60	377,927,038	431,239,528	400,276,939	260,499,036	20,169,97	8,883,53	14,429,98	17,189,33	60,672,81	60,672,81	60,672,81	
170 3/28/2005	51.06	20.16	34.88	65.56	65.56	20.16	377,927,038	431,239,528	400,276,939	260,499,036	19,296,95	8,693,79	13,961,66	17,111,03	59,063,43	59,063,43	59,063,43	
171 4/4/2005	49.98	20.03	33.04	64.94	64.94	20.03	377,927,038	433,122,110	404,274,324	260,499,036	18,888,79	8,675,44	13,357,22	16,949,21	57,870,67	57,870,67	57,870,67	
172 4/11/2005	45.25	18.43	29.07	60.12	60.12	18.43	377,927,038	433,122,110	404,274,324	260,499,036	17,101,20	7,982,44	11,752,25	15,691,20	52,527,10	52,527,10	52,527,10	
173 4/18/2005	46.90	19.09	31.03	61.56	61.56	19.09	377,927,038	433,122,110	404,274,324	260,499,036	17,724,78	8,268,30	12,544,63	16,067,04	54,604,75	54,604,75	54,604,75	
174 4/25/2005	46.24	19.35	29.78	61.04	61.04	19.35	376,548,744	433,122,110	404,274,324	260,499,036	17,411,61	8,380,91	12,039,29	15,931,32	53,763,14	53,763,14	53,763,14	
175 5/2/2005	49.28	19.94	30.49	61.12	61.12	19.94	376,548,744	433,122,110	404,274,324	262,986,225	18,556,32	8,636,45	12,326,32	16,073,72	55,592,82	55,592,82	55,592,82	

Weekly Market Caps For The Study Railroads

Week	Closing Adjusted Stock Price 1/				Common Equity Outstanding 2/				Market Cap 3/				
	BNSF	CSX	NS	UP	BNSF	CSX	NS	UP	BNSF	CSX	NS	UP	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	
176	46.20	19.24	28.75	58.46	376,548.744	433,122,110	404,274,324	262,986,225	17,396.55	8,333.27	11,622.89	15,374.17	
177	51.16/2005	48.49	20.29	30.50	63.68	376,548.744	433,122,110	404,274,324	262,986,225	18,258.85	8,788.05	12,330.37	16,746.96
178	5/23/2005	47.58	20.09	30.38	63.52	376,548.744	433,122,110	404,274,324	262,986,225	17,916.19	8,701.42	12,281.85	16,704.89
179	5/31/2005	48.12	20.33	30.54	63.62	376,548.744	433,122,110	404,274,324	262,986,225	18,119.53	8,805.37	12,346.54	16,731.18
180	6/6/2005	46.21	20.05	29.87	62.58	376,548.744	433,122,110	404,274,324	262,986,225	17,400.32	8,684.10	12,075.67	16,457.68
181	6/13/2005	48.68	21.32	31.34	64.10	376,548.744	433,122,110	404,274,324	262,986,225	18,330.59	9,234.16	12,669.96	16,857.42
182	6/20/2005	44.89	20.32	28.87	61.56	376,548.744	433,122,110	404,274,324	262,986,225	16,903.27	8,801.04	11,671.40	16,189.43
183	6/27/2005	46.15	20.75	29.93	62.36	376,548.744	433,122,110	404,274,324	262,986,225	17,377.72	8,987.28	12,099.93	16,399.82
184	7/5/2005	47.44	21.26	40.59	62.68	376,548.744	433,919,038	404,535,055	262,986,225	17,863.47	9,225.12	12,374.73	16,483.98
185	7/11/2005	46.77	21.68	31.56	62.44	376,548.744	433,919,038	404,535,055	262,986,225	17,611.18	9,407.36	12,767.13	16,420.86
186	7/18/2005	50.14	22.02	33.20	65.66	376,548.744	433,919,038	404,535,055	262,986,225	18,880.15	9,554.90	13,430.56	17,267.68
187	7/25/2005	52.17	22.01	35.41	67.44	373,434.542	433,919,038	404,535,055	262,986,225	19,482.08	9,550.56	14,224.59	17,735.79
188	8/1/2005	52.29	21.65	35.35	66.88	373,434.542	433,919,038	404,535,055	262,986,225	19,526.89	9,394.35	14,200.31	17,641.27
189	8/8/2005	53.08	21.60	35.38	66.36	373,434.542	433,919,038	404,535,055	262,986,225	19,821.91	9,372.65	14,312.45	17,504.11
190	8/15/2005	52.20	21.70	34.98	66.04	373,434.542	433,919,038	404,535,055	262,986,225	19,493.28	9,416.04	14,150.64	17,419.70
191	8/22/2005	52.22	22.27	34.83	66.38	373,434.542	433,919,038	404,535,055	262,986,225	19,500.75	9,663.38	14,089.96	17,509.39
192	8/29/2005	51.29	21.32	34.43	65.68	373,434.542	433,919,038	404,535,055	262,775,017	19,153.46	9,251.15	13,928.14	17,324.74
193	9/6/2005	53.03	21.87	34.42	65.08	373,434.542	433,919,038	404,535,055	263,775,017	19,803.23	9,489.81	13,924.10	17,166.48
194	9/12/2005	53.78	21.79	35.63	65.36	373,434.542	433,919,038	404,535,055	263,775,017	20,083.31	9,455.10	14,413.58	17,240.34
195	9/19/2005	55.86	21.58	37.14	67.28	373,434.542	433,919,038	404,535,055	263,775,017	20,860.05	9,363.97	15,024.43	17,746.78
196	9/26/2005	57.72	22.52	38.73	69.08	373,434.542	433,919,038	404,535,055	263,775,017	21,554.64	9,771.86	15,667.64	18,221.58
197	10/3/2005	56.86	21.85	38.56	68.02	373,434.542	434,478,238	406,420,210	263,775,017	21,233.49	9,493.35	15,671.56	17,941.98
198	10/10/2005	55.43	21.15	37.69	66.68	373,434.542	434,478,238	406,420,210	263,775,017	20,699.48	9,189.21	15,317.98	17,588.52
199	10/17/2005	55.87	20.93	37.08	64.66	373,424,406	434,478,238	406,420,210	263,775,017	20,863.22	9,093.63	15,070.06	17,055.69
200	10/24/2005	58.29	21.60	37.97	65.76	373,424,406	434,478,238	406,420,210	263,775,017	21,766.91	9,384.73	15,431.78	17,345.85
201	10/31/2005	62.51	22.54	39.80	67.40	373,424,406	434,478,238	406,420,210	264,940,105	23,342.76	9,793.14	16,175.52	17,856.96
202	11/7/2005	62.07	22.74	40.61	68.16	373,424,406	434,478,238	406,420,210	264,940,105	23,178.45	9,880.04	16,504.72	18,058.32
203	11/14/2005	64.34	23.56	42.03	72.26	373,424,406	434,478,238	406,420,210	264,940,105	24,026.13	10,236.31	17,081.84	19,144.57
204	11/21/2005	63.17	23.76	42.05	74.04	373,424,406	434,478,238	406,420,210	264,940,105	23,589.22	10,323.20	17,089.97	19,616.17
205	11/28/2005	64.33	23.73	42.27	74.36	373,424,406	434,478,238	406,420,210	264,940,105	24,022.39	10,310.17	17,179.38	19,700.95
206	12/5/2005	64.86	23.83	41.11	73.04	373,424,406	434,478,238	406,420,210	264,940,105	24,220.31	10,353.62	16,707.93	19,351.23
207	12/12/2005	65.14	23.97	41.20	75.28	373,424,406	434,478,238	406,420,210	264,940,105	24,324.87	10,414.44	16,744.51	19,944.69
208	12/19/2005	68.36	24.79	43.30	77.72	373,424,406	434,478,238	406,420,210	264,940,105	25,527.29	10,770.72	17,598.00	20,591.14
209	12/27/2005	68.56	24.66	42.95	77.88	373,424,406	434,478,238	406,420,210	264,940,105	25,601.98	10,714.23	17,455.75	20,633.54
210	1/3/2006	66.86	23.90	40.39	76.00	373,424,406	434,478,238	406,420,210	264,940,105	24,967.16	10,384.03	16,415.31	20,135.45

Weekly Market Caps For The Study Railroads

Week (1)	Closing Adjusted Stock Price 1/ BNSF CSX NS UP				Common Equity Outstanding 2/ BNSF CSX NS UP				Weekly Market Cap (millions) 3/ BNSF CSX NS UP				Aggregate Market Cap 4/ (4)	
	BNSF (2)	CSX (3)	NS (4)	UP (5)	BNSF (6)	CSX (7)	NS (8)	UP (9)	BNSF (10)	CSX (11)	NS (12)	UP (13)		
	1/9/2006	66.34	24.67	40.69	76.16	373,424,406	434,478,238	406,420,210	264,940,105	24,772.98	10,718.58	16,537.24	20,177.84	72,206.63
211	1/9/2006	68.17	25.07	42.41	81.08	373,424,406	434,478,238	406,420,210	264,940,105	25,456.34	10,892.37	17,236.28	21,481.34	75,066.34
212	1/17/2006	74.68	26.04	47.40	84.30	373,424,406	434,478,238	406,420,210	264,940,105	27,887.33	11,313.81	19,264.32	22,334.45	80,799.92
213	1/23/2006	76.24	25.19	47.32	82.86	373,424,406	438,862,742	406,420,210	264,940,105	28,469.88	11,054.95	19,231.80	21,952.94	80,709.57
214	1/30/2006	77.01	25.62	47.09	83.48	372,960.559	438,862,742	412,236,777	267,584,487	28,721.69	11,243.66	19,412.23	22,337.95	81,715.54
215	2/6/2006	77.79	26.44	47.43	85.84	372,960.559	438,862,742	412,236,777	267,584,487	29,012.60	11,503.53	19,552.39	22,969.45	83,137.98
216	2/13/2006	76.45	26.95	48.01	85.56	372,960.559	438,862,742	412,236,777	267,584,487	28,512.83	11,827.35	19,791.49	22,894.53	83,026.20
217	2/21/2006	76.90	27.44	50.09	86.88	372,960.559	438,862,742	412,236,777	267,584,487	28,680.67	12,042.39	20,648.94	23,247.74	84,619.74
218	2/27/2006	74.26	26.90	48.85	83.24	372,960.559	438,862,742	412,236,777	267,584,487	27,696.05	11,805.41	20,137.77	22,273.73	81,912.96
219	3/6/2006	78.42	28.95	51.84	88.38	372,960.559	438,862,742	412,236,777	267,584,487	29,247.57	12,705.08	21,370.35	23,649.12	86,972.11
220	3/13/2006	77.99	28.73	51.22	89.46	372,960.559	438,862,742	412,236,777	267,584,487	29,087.19	12,608.53	21,114.77	23,938.11	86,748.60
221	3/20/2006	80.88	29.12	51.96	90.60	372,960.559	438,862,742	412,236,777	267,584,487	30,165.05	12,779.68	21,419.82	24,243.15	88,607.71
222	3/27/2006	81.00	30.87	52.28	90.86	372,960.559	443,172,312	414,692,476	267,584,487	30,219.81	13,680.73	21,680.12	24,312.73	89,883.38
223	4/3/2006	80.94	31.67	51.74	90.76	372,960.559	443,172,312	414,692,476	267,584,487	30,187.43	14,035.27	21,456.19	24,285.97	89,964.85
224	4/10/2006	83.86	33.15	53.99	93.12	364,660.574	443,172,312	414,692,476	267,584,487	30,580.44	14,691.16	22,389.25	24,917.47	92,578.31
225	4/17/2006	77.20	33.35	51.90	88.52	364,660.574	443,172,312	414,692,476	267,584,487	28,151.80	14,779.80	21,522.54	23,686.58	88,140.71
226	4/24/2006	80.75	36.12	54.17	90.50	364,660.574	443,172,312	414,692,476	268,954,617	29,446.34	16,007.38	22,463.89	24,340.39	92,258.01
227	5/1/2006	77.22	34.43	52.40	91.58	364,660.574	443,172,312	414,692,476	268,954,617	28,159.09	15,258.42	21,729.89	24,630.86	89,778.26
228	5/8/2006	71.63	32.72	48.69	89.00	364,660.574	443,172,312	414,692,476	268,954,617	26,120.64	14,500.60	20,191.38	23,936.96	84,749.57
229	5/15/2006	70.35	30.20	46.78	84.18	364,660.574	443,172,312	414,692,476	268,954,617	27,411.54	14,558.21	21,161.76	24,265.09	87,396.59
230	5/22/2006	75.17	32.85	51.03	90.22	364,660.574	443,172,312	414,692,476	268,954,617	27,407.89	14,150.49	20,340.67	23,253.82	85,152.86
231	5/30/2006	76.26	33.47	51.66	91.58	364,660.574	443,172,312	414,692,476	268,954,617	28,126.27	15,227.40	21,269.58	24,345.77	88,969.02
232	6/5/2006	73.69	32.85	49.69	87.74	364,660.574	443,530,816	413,821,033	268,954,617	26,871.84	14,569.99	20,562.77	23,598.08	85,602.67
233	6/12/2006	75.19	31.39	48.60	87.40	364,660.574	443,172,312	414,692,476	268,954,617	25,945.60	13,953.48	19,664.78	22,565.29	82,129.15
234	6/19/2006	75.16	31.93	49.05	86.46	364,660.574	443,172,312	414,692,476	268,954,617	27,407.89	14,150.49	20,340.67	23,253.82	85,152.86
235	6/26/2006	77.13	34.36	51.29	90.52	364,660.574	443,172,312	414,692,476	268,954,617	28,126.27	15,227.40	21,269.58	24,345.77	88,969.02
236	7/3/2006	67.04	29.49	42.18	82.98	361,961.615	443,530,816	413,821,033	268,954,617	24,265.91	13,079.72	17,454.97	22,317.85	77,118.46
237	7/10/2006	71.15	31.46	47.52	83.90	361,961.615	443,530,816	413,821,033	269,349.582	24,320.20	13,403.50	16,797.00	21,989.70	76,510.40
238	7/17/2006	67.18	30.22	44.69	80.86	361,961.615	443,530,816	413,821,033	269,349.582	22,843.40	12,751.51	16,395.59	20,772.24	72,762.74
239	7/24/2006	65.51	29.75	41.25	78.72	361,961.615	443,530,816	413,821,033	269,349.582	23,270.51	12,889.01	16,983.22	21,224.75	74,367.48
240	7/31/2006	64.41	29.66	39.99	78.28	361,961.615	443,530,816	413,821,033	269,349.582	23,712.11	13,195.04	17,070.12	21,203.20	75,180.46
241	8/7/2006	63.11	28.75	39.62	77.12	361,961.615	443,530,816	413,821,033	269,349.582	22,843.40	12,751.51	16,395.59	20,772.24	72,762.74
242	8/14/2006	66.62	30.16	42.87	81.54	361,961.615	443,530,816	413,821,033	269,349.582	24,113.88	13,376.89	17,740.51	21,962.76	77,194.04
243	8/21/2006	64.29	29.06	41.04	78.80	361,961.615	443,530,816	413,821,033	269,349.582	23,270.51	12,889.01	16,983.22	21,224.75	74,367.48
244	8/28/2006	65.51	29.75	41.25	78.72	361,961.615	443,530,816	413,821,033	269,349.582	23,712.11	13,195.04	17,070.12	21,203.20	75,180.46
245	9/5/2006	64.41	29.66	39.99	78.28	361,961.615	443,530,816	413,821,033	269,349.582	23,313.95	13,155.12	16,548.70	21,084.69	74,102.46

Weekly Market Caps For The Study Railroads

Week (1)	Closing Adjusted Stock Price 1/ <u>BNSF</u> <u>CSX</u> <u>NS</u> <u>UP</u>				Common Equity Outstanding 2/ <u>BNSF</u> <u>CSX</u> <u>NS</u> <u>UP</u>				Weekly Market Cap (millions) 3/ <u>BNSF</u> <u>CSX</u> <u>NS</u> <u>UP</u>				Aggregate Market Cap 4/ (14)		
	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)		
246 9/11/2006	68.21	30.94	41.67	81.90	361,961,615	443,530,816	413,821,033	269,349,582	24,689.40	13,722.84	17,243.92	22,059.73	77,715.90		
247 9/18/2006	67.14	29.93	40.43	81.52	361,961,615	443,530,816	413,821,033	269,349,582	24,302.10	13,274.88	16,730.78	21,957.38	76,265.14		
248 9/25/2006	71.75	32.14	42.64	86.00	361,961,615	443,530,816	413,821,033	269,349,582	25,970.75	14,255.08	17,645.33	23,164.06	81,035.22		
249 10/2/2006	74.05	33.00	44.24	86.84	361,961,615	435,181,651	396,891,872	269,349,582	26,803.26	14,360.99	17,558.50	23,390.32	82,113.07		
250 10/9/2006	76.60	34.04	45.32	89.02	361,961,615	435,181,651	396,891,872	269,349,582	27,726.26	14,813.58	17,987.14	23,977.50	84,504.48		
251 10/16/2006	77.77	35.23	46.66	88.76	359,206,742	435,181,651	396,891,872	269,349,582	27,935.51	15,331.45	18,518.97	23,907.47	85,693.40		
252 10/23/2006	76.19	35.67	51.62	88.80	359,206,742	435,181,651	396,891,872	269,349,582	27,367.96	15,522.93	20,487.56	23,918.24	87,296.69		
253 10/30/2006	74.55	34.98	50.34	88.14	359,206,742	435,181,651	396,891,872	269,349,582	26,778.86	15,222.65	19,979.54	23,740.47	85,721.53		
254 11/6/2006	75.41	36.01	51.10	89.08	359,206,742	435,181,651	396,891,872	269,719,931	27,087.78	15,670.89	20,281.17	24,026.65	87,066.50		
255 11/13/2006	74.70	35.61	49.62	89.28	359,206,742	435,181,651	396,891,872	269,719,931	26,832.74	15,496.82	19,693.77	24,080.60	86,103.93		
256 11/20/2006	74.69	35.55	48.34	89.38	359,206,742	435,181,651	396,891,872	269,719,931	26,829.15	15,470.71	19,185.75	24,107.57	85,593.18		
257 11/27/2006	73.19	35.40	47.54	88.72	359,206,742	435,181,651	396,891,872	269,719,931	26,290.34	15,405.43	18,868.24	23,929.55	84,493.56		
258 12/4/2006	74.38	36.49	49.20	91.00	359,206,742	435,181,651	396,891,872	269,719,931	26,717.80	15,705.71	19,527.08	24,544.51	86,495.10		
259 12/11/2006	73.71	34.77	49.66	92.10	359,206,742	435,181,651	396,891,872	269,719,931	26,477.13	15,131.27	19,709.65	24,841.21	86,159.25		
260 12/18/2006	71.24	33.31	47.53	88.84	359,206,742	435,181,651	396,891,872	269,719,931	25,589.89	14,495.90	18,864.27	23,961.92	82,911.98		
261 12/26/2006	72.35	33.80	48.85	90.22	359,206,742	435,181,651	396,891,872	269,719,931	25,988.61	14,709.14	19,388.17	24,334.13	84,420.05		
262 1/12/2007	70.93	33.65	47.79	88.90	359,206,742	435,181,651	396,891,872	269,719,931	25,478.53	14,643.86	18,967.46	23,978.10	83,167.96		
263 1/18/2007	72.49	34.06	48.86	90.18	359,206,742	435,181,651	396,891,872	269,719,931	26,038.90	14,822.29	19,392.14	24,323.34	84,576.66		
264 1/15/2007	76.18	35.07	51.46	94.46	359,206,742	435,181,651	396,891,872	269,719,931	27,436.21	15,261.82	20,424.06	25,477.74	88,599.83		
265 1/22/2007	76.12	34.66	46.62	93.58	359,206,742	435,181,651	396,891,872	269,719,931	27,342.82	15,083.40	18,503.10	26,240.39	86,169.70		
266 1/29/2007	79.81	37.22	49.65	100.40	358,958,852	436,792,841	396,986,263	269,719,931	28,648.51	16,257.43	19,710.37	27,079.88	91,696.18		
267 2/5/2007	77.56	36.39	47.76	97.70	358,958,852	436,792,841	396,986,263	270,752,306	27,840.85	15,894.89	18,960.06	26,452.50	89,148.30		
268 2/12/2007	80.97	39.92	49.94	99.76	358,958,852	436,792,841	396,986,263	270,752,306	29,064.90	17,436.77	19,825.49	27,010.25	93,337.41		
269 2/19/2007	82.25	39.68	49.72	101.86	358,958,852	436,792,841	396,986,263	270,752,306	29,524.37	17,331.94	19,738.16	27,578.83	94,173.29		
270 2/26/2007	75.99	35.61	45.22	96.24	358,958,852	436,792,841	396,986,263	270,752,306	27,277.28	15,554.19	17,951.72	26,057.20	86,840.40		
271 3/5/2007	77.74	37.27	47.37	97.14	358,958,852	436,792,841	396,986,263	270,752,306	27,905.46	16,279.27	18,805.24	26,300.88	89,290.85		
272 3/12/2007	78.49	39.49	47.59	98.34	358,958,852	436,792,841	396,986,263	270,752,306	28,174.68	17,248.95	18,892.58	26,625.78	90,941.99		
273 3/19/2007	81.26	41.01	50.71	102.52	358,958,852	436,792,841	396,986,263	270,752,306	29,169.00	17,912.87	20,131.17	27,757.53	94,970.57		
274 3/26/2007	79.09	39.43	49.38	99.92	358,958,852	437,156,732	393,222,484	270,752,306	28,390.06	17,237.09	19,417.33	27,053.57	92,098.04		
275 4/2/2007	81.34	40.33	49.75	101.54	358,958,852	437,156,732	393,222,484	270,752,306	29,197.71	17,630.53	19,562.82	27,492.19	93,883.25		
276 4/9/2007	89.18	41.81	52.59	108.00	358,958,852	437,156,732	393,222,484	270,752,306	32,011.95	18,277.52	20,679.57	29,241.25	100,210.29		
277 4/16/2007	92.50	44.35	54.70	115.32	356,117,299	437,156,732	393,222,484	270,752,306	32,940.85	19,387.90	21,509.27	31,223.16	105,061.18		
278 4/23/2007	87.39	43.07	52.32	113.98	356,117,299	437,156,732	393,222,484	270,752,306	31,121.09	18,828.34	20,573.40	30,860.35	101,383.18		
279 4/30/2007	88.93	45.30	52.84	114.76	356,117,299	437,156,732	393,222,484	269,451,889	31,669.51	19,803.20	20,777.88	30,922.30	103,172.89		
280 5/7/2007	88.46	44.69	54.11	115.02	356,117,299	437,156,732	393,222,484	269,451,889	31,502.14	19,536.53	21,277.27	30,992.36	103,308.30		

Weekly Market Caps For The Study Railroads

Week (1)	Closing Adjusted Stock Price 1/					Common Equity Outstanding 2/					Weekly Market Cap (millions) 3/				
	<u>BNSF</u> (2)		<u>CSX</u> (3)		<u>LP</u> (5)	<u>BNSF</u> (6)		<u>CSX</u> (7)		<u>UP</u> (9)	<u>BNSF</u> (10)		<u>CSX</u> (11)		<u>UP</u> (13)
	<u>NS</u> (4)	<u>NS</u> (4)	<u>NS</u> (4)	<u>NS</u> (4)	<u>NS</u> (4)	<u>NS</u> (8)	<u>NS</u> (8)	<u>NS</u> (8)	<u>NS</u> (8)	<u>NS</u> (8)	<u>NS</u> (12)	<u>NS</u> (12)	<u>NS</u> (12)	<u>NS</u> (12)	<u>Market Cap 4/ (14)</u>
281	5/14/2007	92.87	45.83	56.96	117.92	356,117,299	437,156,732	393,222,484	269,451,889	33,072.61	20,034.89	22,397.95	31,773.77	107,279.23	
282	5/21/2007	89.91	44.04	56.08	116.40	356,117,299	437,156,732	393,222,484	269,451,889	32,018.51	19,252.38	22,051.92	31,364.20	104,687.01	
283	5/28/2007	92.46	45.58	57.46	120.42	356,117,299	437,156,732	393,222,484	269,451,889	32,926.61	19,925.60	22,594.56	32,447.40	107,894.17	
284	6/4/2007	87.54	44.43	53.79	115.12	356,117,299	437,156,732	393,222,484	269,451,889	31,174.51	19,422.87	21,151.44	31,019.30	102,768.12	
285	6/11/2007	87.12	44.48	54.76	118.68	356,117,299	437,156,732	393,222,484	269,451,889	31,024.94	19,444.73	21,532.86	31,978.55	103,981.08	
286	6/18/2007	84.95	44.22	52.83	114.56	356,117,299	437,156,732	393,222,484	269,451,889	30,252.16	19,131.07	20,773.94	30,868.41	101,225.59	
287	6/25/2007	83.95	44.50	51.51	113.64	356,117,299	439,010,736	393,222,484	269,451,889	29,896.05	19,535.98	20,254.89	30,620.51	100,307.43	
288	7/2/2007	85.49	45.84	52.93	115.26	356,117,299	439,010,736	393,601,723	269,451,889	30,444.47	20,124.25	20,833.34	31,057.02	102,459.08	
289	7/9/2007	87.44	47.61	54.73	119.20	356,117,299	439,010,736	393,601,723	269,451,889	31,138.90	20,901.30	21,541.82	32,118.67	105,700.69	
290	7/16/2007	89.10	50.11	55.70	124.20	353,419,377	439,010,736	393,601,723	269,451,889	31,489.67	21,998.83	21,923.62	33,465.92	108,878.04	
291	7/23/2007	81.59	45.82	51.29	117.54	353,419,377	439,010,736	393,601,723	266,215,245	28,835.49	20,115.47	20,187.83	31,290.94	100,429.73	
292	7/30/2007	78.00	46.14	50.06	112.74	353,419,377	439,010,736	393,601,723	266,215,245	27,566.71	20,255.96	19,703.70	30,013.11	97,539.48	
293	8/6/2007	79.46	46.40	50.51	115.12	353,419,377	439,010,736	393,601,723	266,215,245	28,082.70	20,370.10	19,880.82	30,646.70	98,980.32	
294	8/13/2007	78.45	41.02	50.19	104.54	353,419,377	439,010,736	393,601,723	266,215,245	27,725.75	18,008.22	19,754.87	27,830.14	93,318.98	
295	8/20/2007	79.43	42.53	50.74	109.60	353,419,377	439,010,736	393,601,723	266,215,245	28,072.10	18,671.13	19,971.35	29,177.19	95,891.77	
296	8/27/2007	80.02	40.63	50.42	110.46	353,419,377	439,010,736	393,601,723	266,215,245	28,280.62	17,837.01	19,845.40	29,406.14	95,369.16	
297	9/3/2007	80.15	39.72	48.90	107.02	353,419,377	439,010,736	393,601,723	266,215,245	28,326.56	17,437.51	19,247.12	28,490.36	93,501.55	
298	9/10/2007	81.22	37.76	50.13	110.70	353,419,377	439,010,736	393,601,723	266,215,245	28,704.72	16,577.05	19,731.25	29,470.03	94,483.05	
299	9/17/2007	80.59	39.92	50.46	111.74	353,419,377	439,010,736	393,601,723	266,215,245	28,482.07	17,525.31	19,861.14	29,746.89	95,615.41	
300	9/24/2007	80.35	42.34	51.11	111.92	353,419,377	420,425,477	393,601,723	266,215,245	28,397.25	17,890.81	20,116.98	29,794.81	96,109.86	
301	10/1/2007	85.90	43.12	52.58	116.18	353,419,377	420,425,477	387,240,494	266,215,245	30,358.72	18,128.75	20,361.11	30,928.89	99,777.46	
302	10/8/2007	82.72	42.21	52.78	118.32	353,419,377	420,425,477	387,240,494	266,215,245	29,234.85	17,746.16	20,438.55	31,498.59	98,918.15	
303	10/15/2007	81.65	44.21	51.11	121.40	350,631,059	420,425,477	387,240,494	266,215,245	28,629.03	18,587.01	19,791.86	32,318.53	99,326.43	
304	10/22/2007	84.79	44.35	50.37	126.62	350,631,059	420,425,477	387,240,494	262,623,905	29,730.01	18,645.87	19,505.30	33,253.44	101,134.62	
305	10/29/2007	85.85	43.22	50.32	124.74	350,631,059	420,425,477	387,240,494	262,623,905	30,101.68	18,170.79	19,485.94	22,759.71	100,518.11	
306	11/5/2007	83.81	43.16	49.95	123.40	350,631,059	420,425,477	387,240,494	262,623,905	29,386.39	18,145.56	19,342.66	32,407.79	99,282.41	
307	11/12/2007	84.95	42.85	49.92	125.22	350,631,059	420,425,477	387,240,494	262,623,905	29,786.11	18,015.23	19,331.05	32,885.77	100,018.15	
308	11/19/2007	81.62	40.93	49.14	123.42	350,631,059	420,425,477	387,240,494	262,623,905	28,618.51	17,208.01	18,990.27	32,413.04	97,229.84	
309	11/26/2007	82.68	41.77	50.68	125.32	350,631,059	420,425,477	387,240,494	262,623,905	28,990.18	17,561.17	19,625.35	32,912.03	99,088.72	
310	12/3/2007	86.16	43.54	52.77	133.98	350,631,059	420,425,477	387,240,494	262,623,905	30,210.37	18,305.33	20,434.68	35,186.35	104,136.73	
311	12/10/2007	83.39	43.25	50.12	129.72	350,631,059	420,425,477	387,240,494	262,623,905	29,239.12	18,183.40	19,404.49	34,067.57	100,898.59	
312	12/17/2007	83.12	43.43	49.47	125.22	350,631,059	420,425,477	387,240,494	262,623,905	29,144.45	18,259.08	19,156.79	32,885.77	99,446.08	
313	12/24/2007	82.76	44.03	50.47	126.90	350,631,059	420,425,477	387,240,494	262,623,905	29,018.23	18,511.33	19,544.03	33,326.97	100,400.56	

1/ Source Weekly closing stock prices adjusted for dividends, as reported on Yahoo! Finance

Weekly Market Caps For The Study Railroads

Week (1)	Closing Adjusted Stock Price 1/ <u>BNSF</u> (2)			Common Equity Outstanding 2/ <u>CSX</u> (3)			Market Cap (millions) 3/ <u>UP</u> (5)			Aggregate Market Cap 4/ (14)		
	<u>NS</u> (4)	<u>UP</u> (5)	<u>CSX</u> (6)	<u>NS</u> (7)	<u>UP</u> (8)	<u>CSX</u> (9)	<u>NS</u> (10)	<u>UP</u> (11)	<u>CSX</u> (12)	<u>NS</u> (13)	<u>UP</u> (14)	
Source Railroad SEC Forms 10-Q and 10-K [Column (2) through Column (5) x Column (6) through Column (9), respectively] – 1,100,000												

2/

3/

Sum of Columns (10) to (13)

**Weekly Change In Railroad Stock Portfolio**

<u>Week</u> (1)	<u>Weekly Change In Stock Price 1/</u>				<u>Weekly Change In Railroad Stock Portfolio 2/</u> (6)	
	<u>BNSE</u> (2)	<u>CSX</u> (3)	<u>NS</u> (4)	<u>UP</u> (5)		
1	1/7/2002	-7 95%	-5 83%	-6 77%	-3 02%	-5 59%
2	1/14/2002	-1 65%	0 95%	2 21%	-0 57%	-0 05%
3	1/21/2002	5 09%	7 08%	14 09%	5 62%	7 35%
4	1/28/2002	0 51%	1 32%	2 14%	0 98%	1 16%
5	2/4/2002	-3 34%	-5 38%	-5 90%	-2 76%	-4 05%
6	2/11/2002	-0 16%	-2 30%	0 41%	-0 18%	-0 48%
7	2/18/2002	0 36%	-1 47%	3 35%	0 78%	0 75%
8	2/25/2002	7 34%	7 52%	14 38%	4 00%	7 64%
9	3/4/2002	2 69%	-0 33%	-0 52%	-2 08%	-0 20%
10	3/11/2002	0 15%	-0 61%	-3 91%	-0 04%	-0 94%
11	3/18/2002	-1 45%	-1 91%	-2 56%	0 11%	-1 25%
12	3/25/2002	1 07%	1 14%	2 06%	1 37%	1 39%
13	4/1/2002	-4 12%	-4 12%	-4 64%	-6 10%	-4 91%
14	4/8/2002	1 71%	2 59%	7 08%	1 13%	2 81%
15	4/15/2002	-1 80%	-2 07%	-4 90%	-2 77%	-2 85%
16	4/22/2002	-3 81%	-0 18%	-7 09%	-0 31%	-2 66%
17	4/29/2002	1 94%	0 59%	-0 87%	2 66%	1 35%
18	5/6/2002	-1 24%	-3 39%	-3 34%	-0 98%	-1 99%
19	5/13/2002	3 07%	0 79%	5 42%	5 20%	3 85%
20	5/20/2002	-2 86%	-3 60%	-3 98%	0 47%	-2 02%
21	5/28/2002	1 02%	-0 25%	1 31%	-0 32%	0 35%
22	6/3/2002	2 14%	0 31%	0 57%	1 69%	1 34%
23	6/10/2002	0 00%	-2 55%	-0 77%	2 05%	0 15%
24	6/17/2002	2 47%	1 40%	7 52%	1 77%	3 00%
25	6/24/2002	1 71%	2 77%	2 94%	-1 87%	0 81%
26	7/1/2002	1 42%	3 12%	1 78%	0 28%	1 38%
27	7/8/2002	-6 01%	-7 78%	-9 81%	-7 48%	-7 63%
28	7/15/2002	-3 22%	-1 42%	-7 61%	-0 97%	-2 99%
29	7/22/2002	3 33%	2 02%	0 72%	-1 93%	0 68%
30	7/29/2002	-2 03%	-1 22%	-4 77%	-1 08%	-2 07%
31	8/5/2002	4 73%	7 91%	10 78%	8 34%	7 74%
32	8/12/2002	-2 24%	-0 36%	0 94%	-0 50%	-0 66%
33	8/19/2002	1 53%	0 90%	0 05%	3 22%	1 74%
34	8/26/2002	-1 28%	-2 81%	-1 29%	-3 50%	-2 38%
35	9/3/2002	-4 73%	-15 00%	-1 88%	-2 14%	-5 09%
36	9/9/2002	-0 20%	-2 24%	3 67%	0 67%	0 57%
37	9/16/2002	-2 65%	1 63%	1 85%	-0 07%	-0 08%
38	9/23/2002	-5 64%	-7 13%	-0 76%	-0 52%	-2 92%
39	9/30/2002	-2 49%	-3 68%	-2 89%	-2 89%	-2 91%
40	10/7/2002	4 52%	0 73%	1 10%	4 54%	3 21%
41	10/14/2002	2 35%	2 67%	0 26%	-0 55%	0 83%
42	10/21/2002	-0 75%	0 71%	-1 24%	1 84%	0 36%
43	10/28/2002	2 70%	4 30%	1 41%	-0 07%	1 59%
44	11/4/2002	0 37%	1 50%	4 38%	-0 69%	0 97%
45	11/11/2002	-2 62%	-4 06%	-4 39%	-1 85%	-2 93%
46	11/18/2002	-2 14%	-1 00%	-5 78%	-4 63%	-3 68%

**Weekly Change In Railroad Stock Portfolio**

<u>Week</u> (1)	<u>Weekly Change In Stock Price 1/</u>				<u>Weekly Change In Railroad Stock Portfolio 2/</u> (6)
	<u>BNSF</u> (2)	<u>CSX</u> (3)	<u>NS</u> (4)	<u>UP</u> (5)	
47 11/25/2002	-0 39%	0 78%	-0 77%	2 56%	0 84%
48 12/2/2002	2 63%	3 01%	2 32%	4 05%	3 17%
49 12/9/2002	0 67%	-2 32%	-3 78%	-0 84%	-1 28%
50 12/16/2002	0 04%	3 37%	1 85%	2 35%	1 82%
51 12/23/2002	-1 25%	-2 00%	-2 37%	-1 90%	-1 84%
52 12/30/2002	3 80%	3 25%	5 41%	1 75%	3 22%
53 1/6/2003	-0 04%	4 76%	0 75%	1 22%	1 37%
54 1/13/2003	-0 12%	-5 17%	-5 89%	-2 73%	-3 10%
55 1/20/2003	-5 90%	-8 55%	-5 92%	-5 65%	-6 24%
56 1/27/2003	3 50%	5 97%	8 45%	1 04%	3 89%
57 2/3/2003	-1 21%	-3 27%	-2 38%	-1 49%	-1 88%
58 2/10/2003	-1 78%	-2 60%	-2 66%	-1 63%	-2 03%
59 2/17/2003	0 78%	2 75%	2 91%	1 93%	1 96%
60 2/24/2003	-1 58%	-0 63%	-0 68%	-2 09%	-1 44%
61 3/3/2003	-0 83%	0 87%	-0 06%	-0 51%	-0 28%
62 3/10/2003	-2 01%	-0 55%	-3 36%	-2 70%	-2 31%
63 3/17/2003	9 61%	11 36%	8 19%	9 52%	9 58%
64 3/24/2003	-4 08%	-2 76%	-4 30%	-3 10%	-3 53%
65 3/31/2003	-0 81%	1 17%	-0 34%	0 77%	0 22%
66 4/7/2003	2 40%	-0 79%	2 63%	0 11%	1 03%
67 4/14/2003	4 90%	6 24%	1 84%	2 56%	3 63%
68 4/21/2003	2 99%	-0 14%	3 77%	1 64%	2 10%
69 4/28/2003	0 39%	3 08%	3 00%	0 59%	1 44%
70 5/5/2003	1 04%	0 60%	1 28%	1 13%	1 05%
71 5/12/2003	1 18%	1 06%	1 21%	-0 68%	0 48%
72 5/19/2003	-1 28%	-4 31%	-1 60%	-1 16%	-1 82%
73 5/27/2003	4 44%	5 46%	2 74%	2 90%	3 69%
74 6/2/2003	-0 40%	-3 10%	-0 79%	-0 04%	-0 81%
75 6/9/2003	1 29%	-3 34%	-1 84%	-0 75%	-0 87%
76 6/16/2003	-1 96%	-1 10%	-5 32%	-2 51%	-2 70%
77 6/23/2003	-2 26%	-1 12%	-4 44%	-1 40%	-2 18%
78 6/30/2003	0 38%	1 55%	0 56%	-0 26%	0 37%
79 7/7/2003	0 34%	1 81%	0 56%	1 61%	1 10%
80 7/14/2003	0 38%	1 64%	-0 06%	0 55%	0 57%
81 7/21/2003	-2 74%	3 43%	-2 94%	3 67%	0 67%
82 7/28/2003	-1 50%	-5 26%	0 34%	-0 81%	-1 56%
83 8/4/2003	-0 39%	-0 07%	0 23%	0 86%	0 26%
84 8/11/2003	-0 16%	0 34%	-1 25%	-1 03%	-0 61%
85 8/18/2003	-2 20%	0 75%	-2 24%	-1 82%	-1 56%
86 8/25/2003	5 91%	3 80%	4 00%	2 40%	3 84%
87 9/2/2003	1 52%	-1 96%	1 75%	-0 21%	0 30%
88 9/8/2003	0 30%	0 40%	0 28%	0 53%	0 40%
89 9/15/2003	2 39%	-1 20%	0 89%	-0 57%	0 38%
90 9/22/2003	-2 37%	-6 32%	-5 99%	-4 52%	-4 52%
91 9/29/2003	2 80%	1 51%	2 80%	2 46%	2 46%
92 10/6/2003	-0 51%	-0 50%	-0 97%	-1 78%	-1 07%

**Weekly Change In Railroad Stock Portfolio**

<u>Week</u> (1)	<u>Weekly Change In Stock Price 1/</u>				<u>Weekly Change In Railroad Stock Portfolio 2/</u> (6)
	<u>BNSF</u> (2)	<u>CSX</u> (3)	<u>NS</u> (4)	<u>UP</u> (5)	
93	10/13/2003	1 24%	2 84%	2 87%	2 04%
94	10/20/2003	-5 19%	-2 49%	-2 34%	1 16%
95	10/27/2003	2 70%	6 80%	6 91%	4 24%
96	11/3/2003	0 92%	6 24%	7 05%	3 34%
97	11/10/2003	2 13%	0 87%	-1 80%	-0 67%
98	11/17/2003	-1 72%	-2 79%	-0 36%	-1 88%
99	11/24/2003	1 57%	2 55%	1 78%	0 99%
100	12/1/2003	2 12%	0 75%	5 11%	2 78%
101	12/8/2003	4 75%	0 68%	4 96%	3 33%
102	12/15/2003	1 01%	2 88%	-0 09%	0 80%
103	12/22/2003	-0 50%	0 83%	-0 32%	1 27%
104	12/29/2003	0 47%	0 65%	1 73%	0 56%
105	1/5/2004	0 03%	-2 64%	-4 21%	-3 73%
106	1/12/2004	-0 97%	-3 13%	-0 09%	0 35%
107	1/20/2004	3 26%	4 35%	1 03%	-1 70%
108	1/26/2004	-1 85%	-10 67%	-3 62%	-1 86%
109	2/2/2004	2 09%	-0 47%	-0 24%	0 77%
110	2/9/2004	-1 23%	0 60%	0 63%	-0 07%
111	2/17/2004	-0 76%	-1 00%	0 24%	-1 06%
112	2/23/2004	0 10%	1 14%	-0 86%	-0 80%
113	3/1/2004	-2 88%	-1 20%	-1 45%	-2 87%
114	3/8/2004	0 07%	-1 75%	-2 15%	1 25%
115	3/15/2004	-1 46%	-1 99%	-2 60%	-1 82%
116	3/22/2004	2 45%	-0 49%	3 39%	-0 49%
117	3/29/2004	1 42%	1 83%	3 87%	-1 72%
118	4/5/2004	1 06%	-1 38%	-1 96%	-4 61%
119	4/12/2004	1 02%	-0 91%	0 83%	0 82%
120	4/19/2004	1 56%	5 37%	11 94%	4 01%
121	4/26/2004	-1 06%	-1 74%	-3 71%	-1 50%
122	5/3/2004	0 10%	-1 43%	-0 27%	-3 30%
123	5/10/2004	0 75%	2 35%	0 58%	0 67%
124	5/17/2004	-2 25%	-1 42%	0 13%	-1 94%
125	5/24/2004	2 20%	3 64%	1 61%	3 64%
126	6/1/2004	2 22%	2 05%	2 37%	1 61%
127	6/7/2004	1 67%	-0 65%	0 77%	-1 30%
128	6/14/2004	0 12%	-1 31%	0 04%	-0 99%
129	6/21/2004	1 36%	3 51%	3 36%	2 10%
130	6/28/2004	-1 40%	-2 88%	-2 64%	-0 51%
131	7/6/2004	2 23%	-1 32%	2 29%	-1 09%
132	7/12/2004	-0 76%	-1 80%	0 70%	-0 04%
133	7/19/2004	-1 31%	-2 04%	-2 05%	-2 75%
134	7/26/2004	3 89%	3 74%	5 12%	0 11%
135	8/2/2004	-3 81%	-3 54%	-1 28%	-2 11%
136	8/9/2004	2 17%	0 48%	0 08%	0 15%
137	8/16/2004	0 30%	4 62%	4 93%	1 85%
138	8/23/2004	1 81%	0 46%	1 31%	0 91%

**Weekly Change In Railroad Stock Portfolio**

<u>Week</u> (1)	<u>Weekly Change In Stock Price 1/</u>				<u>Weekly Change In Railroad Stock Portfolio 2/</u> (6)	
	<u>BNSF</u> (2)	<u>CSX</u> (3)	<u>NS</u> (4)	<u>UP</u> (5)		
139	8/30/2004	2 19%	1 25%	4 83%	1 35%	2 41%
140	9/7/2004	1 86%	3 30%	-0 43%	2 92%	1 85%
141	9/13/2004	1 91%	1 32%	1 02%	0 61%	1 19%
142	9/20/2004	0 92%	1 24%	-0 18%	-0 11%	0 38%
143	9/27/2004	1 91%	-0 92%	3 00%	0 50%	1 29%
144	10/4/2004	3 53%	4 50%	1 44%	3 87%	3 28%
145	10/11/2004	-0 79%	-1 65%	1 83%	-2 12%	-0 71%
146	10/18/2004	3 39%	-1 02%	4 24%	0 84%	2 14%
147	10/25/2004	1 82%	6 19%	4 17%	3 22%	3 47%
148	11/1/2004	5 00%	1 03%	2 91%	3 16%	3 32%
149	11/8/2004	1 36%	2 88%	0 21%	-0 39%	0 76%
150	11/15/2004	-0 24%	-1 04%	-5 03%	-2 45%	-2 21%
151	11/22/2004	1 35%	1 44%	3 61%	0 47%	1 64%
152	11/29/2004	3 13%	1 04%	4 40%	0 63%	2 39%
153	12/6/2004	-1 22%	-0 70%	-2 12%	-3 21%	-1 95%
154	12/13/2004	0 96%	2 89%	-0 72%	1 57%	1 01%
155	12/20/2004	1 41%	1 64%	3 43%	6 98%	3 56%
156	12/27/2004	1 19%	0 57%	0 41%	0 69%	0 76%
157	1/3/2005	-4 65%	-3 06%	0 76%	-3 66%	-2 79%
158	1/10/2005	2 23%	-1 07%	-0 67%	-4 55%	-1 01%
159	1/18/2005	-0 20%	-2 92%	-2 48%	-2 31%	-1 79%
160	1/24/2005	2 43%	4 68%	-3 56%	-2 51%	-0 16%
161	1/31/2005	0 80%	0 96%	3 66%	0 46%	1 43%
162	2/7/2005	-0 51%	1 05%	1 56%	2 20%	1 00%
163	2/14/2005	4 12%	1 04%	-1 00%	5 43%	2 72%
164	2/21/2005	3 02%	4 34%	3 31%	0 33%	2 52%
165	2/28/2005	3 76%	2 62%	1 07%	0 99%	2 15%
166	3/7/2005	1 37%	-1 21%	2 20%	2 93%	1 61%
167	3/14/2005	3 45%	0 39%	-0 28%	0 32%	1 21%
168	3/21/2005	1 25%	0 15%	0 95%	3 88%	1 74%
169	3/28/2005	-4 33%	-2 14%	-3 25%	-0 46%	-2 65%
170	4/4/2005	-2 12%	-0 64%	-5 28%	-0 95%	-2 31%
171	4/11/2005	-9 46%	-7 99%	-12 02%	-7 42%	-9 23%
172	4/18/2005	3 65%	3 58%	6 74%	2 40%	3 96%
173	4/25/2005	-1 41%	1 36%	-4 03%	-0 84%	-1 42%
174	5/2/2005	6 57%	3 05%	2 38%	0 13%	3 18%
175	5/9/2005	-6 25%	-3 51%	-5 71%	-4 35%	-5 16%
176	5/16/2005	4 96%	5 46%	6 09%	8 93%	6 44%
177	5/23/2005	-1 88%	-0 99%	-0 39%	-0 25%	-0 93%
178	5/31/2005	1 13%	1 19%	0 53%	0 16%	0 72%
179	6/6/2005	-3 97%	-1 38%	-2 19%	-1 63%	-2 47%
180	6/13/2005	5 35%	6 33%	4 92%	2 43%	4 53%
181	6/20/2005	-7 79%	-4 69%	-7 88%	-3 96%	-6 18%
182	6/27/2005	2 81%	2 12%	3 67%	1 30%	2 43%
183	7/5/2005	2 80%	2 46%	2 21%	0 51%	1 93%
184	7/11/2005	-1 41%	1 98%	3 17%	-0 38%	0 46%

Weekly Change In Railroad Stock Portfolio

<u>Week</u> (1)	<u>Weekly Change In Stock Price 1/</u>				<u>Weekly Change In Railroad Stock Portfolio 2/</u> (6)
	<u>BNSF</u> (2)	<u>CSX</u> (3)	<u>NS</u> (4)	<u>UP</u> (5)	
185 7/18/2005	7.21%	1.57%	5.20%	5.16%	5.21%
186 7/25/2005	4.05%	-0.05%	6.66%	2.71%	3.59%
187 8/1/2005	0.23%	-1.64%	-0.17%	-0.83%	-0.46%
188 8/8/2005	1.51%	-0.23%	0.08%	-0.78%	0.24%
189 8/15/2005	-1.66%	0.46%	-1.13%	-0.48%	-0.87%
190 8/22/2005	0.04%	2.63%	-0.43%	0.51%	0.47%
191 8/29/2005	-1.78%	-4.27%	-1.15%	-1.05%	-1.82%
192 9/6/2005	3.39%	2.58%	-0.03%	-0.91%	1.22%
193 9/12/2005	1.41%	-0.37%	3.52%	0.43%	1.34%
194 9/19/2005	3.87%	-0.96%	4.24%	2.94%	2.95%
195 9/26/2005	3.33%	4.36%	4.28%	2.68%	3.52%
196 10/3/2005	-1.49%	-2.98%	-0.44%	-1.53%	-1.47%
197 10/10/2005	-2.51%	-3.20%	-2.26%	-1.97%	-2.40%
198 10/17/2005	0.79%	-1.04%	-1.62%	-3.03%	-1.13%
199 10/24/2005	4.33%	3.20%	2.40%	1.70%	2.97%
200 10/31/2005	7.24%	4.35%	4.82%	2.49%	4.94%
201 11/7/2005	-0.70%	0.89%	2.04%	1.13%	0.67%
202 11/14/2005	3.66%	3.61%	3.50%	6.02%	4.24%
203 11/21/2005	-1.82%	0.85%	0.05%	2.46%	0.18%
204 11/28/2005	1.84%	-0.13%	0.52%	0.43%	0.84%
205 12/5/2005	0.82%	0.42%	-2.74%	-1.78%	-0.81%
206 12/12/2005	0.43%	0.59%	0.22%	3.07%	1.13%
207 12/19/2005	4.94%	3.42%	5.10%	3.24%	4.28%
208 12/27/2005	0.29%	-0.52%	-0.81%	0.21%	-0.11%
209 1/3/2006	-2.48%	-3.08%	-5.96%	-2.41%	-3.36%
210 1/9/2006	-0.78%	3.22%	0.74%	0.21%	0.42%
211 1/17/2006	2.76%	1.62%	4.23%	6.46%	3.96%
212 1/23/2006	9.55%	3.87%	11.77%	3.97%	7.64%
213 1/30/2006	2.09%	-3.26%	-0.17%	-1.71%	-0.25%
214 2/6/2006	1.01%	1.71%	-0.49%	0.75%	0.68%
215 2/13/2006	1.01%	3.20%	0.72%	2.83%	1.74%
216 2/21/2006	-1.72%	1.93%	1.22%	-0.33%	-0.13%
217 2/27/2006	0.59%	1.82%	4.33%	1.54%	1.92%
218 3/6/2006	-3.43%	-1.97%	-2.48%	-4.19%	-3.20%
219 3/13/2006	5.60%	7.62%	6.12%	6.17%	6.18%
220 3/20/2006	-0.55%	-0.76%	-1.20%	1.22%	-0.26%
221 3/27/2006	3.71%	1.36%	1.44%	1.27%	2.14%
222 4/3/2006	0.15%	6.01%	0.62%	0.29%	1.14%
223 4/10/2006	-0.07%	2.59%	-1.03%	-0.11%	0.09%
224 4/17/2006	3.61%	4.67%	4.35%	2.60%	3.68%
225 4/24/2006	-7.94%	0.60%	-3.87%	-4.94%	-4.79%
226 5/1/2006	4.60%	8.31%	4.37%	2.24%	4.53%
227 5/8/2006	-4.37%	-4.68%	-3.27%	1.19%	-2.69%
228 5/15/2006	-7.24%	-4.97%	-7.08%	-2.82%	-5.60%
229 5/22/2006	4.94%	0.40%	4.81%	1.37%	3.12%
230 5/30/2006	1.45%	1.89%	1.23%	1.51%	1.49%

**Weekly Change In Railroad Stock Portfolio**

<b><u>Week</u></b> <b>(1)</b>	<b><u>Weekly Change In Stock Price 1/</u></b>				<b><u>Weekly Change In Railroad Stock Portfolio 2/</u></b> <b>(6)</b>
	<b>BNSF</b> <b>(2)</b>	<b>CSX</b> <b>(3)</b>	<b>NS</b> <b>(4)</b>	<b>UP</b> <b>(5)</b>	
231 6/5/2006	-7 75%	-9 77%	-9 45%	-8 08%	-8 59%
232 6/12/2006	6 88%	3 94%	3 89%	3 83%	4 83%
233 6/19/2006	-0 04%	1 72%	0 93%	-1 08%	0 19%
234 6/26/2006	2 62%	7 61%	4 57%	4 70%	4 48%
235 7/3/2006	-4 46%	-4 39%	-3 12%	-3 07%	-3 75%
236 7/10/2006	-3 45%	-4 23%	-4 37%	-4 38%	-4 06%
237 7/17/2006	-5 58%	-3 94%	-5 96%	-3 62%	-4 85%
238 7/24/2006	-0 21%	-2 42%	-5 62%	2 62%	-1 08%
239 7/31/2006	0 22%	2 48%	-3 77%	-1 61%	-0 83%
240 8/7/2006	-6 07%	-4 86%	-2 39%	-5 54%	-4 90%
241 8/14/2006	5 56%	4 90%	8 20%	5 73%	6 09%
242 8/21/2006	-3 50%	-3 65%	-4 27%	-3 36%	-3 66%
243 8/28/2006	1 90%	2 37%	0 51%	-0 10%	1 09%
244 9/5/2006	-1 68%	-0 30%	-3 05%	-0 56%	-1 43%
245 9/11/2006	5 90%	4 32%	4 20%	4 62%	4 88%
246 9/18/2006	-1 57%	-3 26%	-2 98%	-0 46%	-1 87%
247 9/25/2006	6 87%	7 38%	5 47%	5 50%	6 25%
248 10/2/2006	3 21%	2 68%	3 75%	0 98%	2 59%
249 10/9/2006	3 44%	3 15%	2 44%	2 51%	2 91%
250 10/16/2006	1 53%	3 50%	2 96%	-0 29%	1 66%
251 10/23/2006	-2 03%	1 25%	10 63%	0 05%	1 87%
252 10/30/2006	-2 15%	-1 93%	-2 48%	-0 74%	-1 80%
253 11/6/2006	1 15%	2 94%	1 51%	1 07%	1 53%
254 11/13/2006	-0 94%	-1 11%	-2 90%	0 22%	-1 11%
255 11/20/2006	-0 01%	-0 17%	-2 58%	0 11%	-0 59%
256 11/27/2006	-2 01%	-0 42%	-1 65%	-0 74%	-1 28%
257 12/4/2006	1 63%	1 95%	3 49%	2 57%	2 37%
258 12/11/2006	-0 90%	-3 66%	0 93%	1 21%	-0 39%
259 12/18/2006	-3 35%	-4 20%	-4 29%	-3 54%	-3 77%
260 12/26/2006	1 56%	1 47%	2 78%	1 55%	1 82%
261 1/1/07	-1 96%	-0 44%	-2 17%	-1 46%	-1 60%
262 1/8/07	2 20%	1 22%	2 24%	1 44%	1 82%
263 1/15/07	5 37%	2 97%	5 32%	4 75%	4 76%
264 1/22/07	-0 34%	-1 17%	-9 41%	-0 93%	-2 74%
265 1/29/07	4 85%	7 39%	6 50%	7 29%	6 36%
266 2/5/07	-2 82%	-2 23%	-3 81%	-2 69%	-2 89%
267 2/12/07	4 40%	9 70%	4 56%	2 11%	4 70%
268 2/19/07	1 58%	-0 60%	-0 44%	2 11%	0 90%
269 2/26/07	-7 61%	-10 26%	-9 05%	-5 52%	-7 79%
270 3/5/07	2 30%	4 66%	4 75%	0 94%	2 82%
271 3/12/07	0 96%	5 96%	0 46%	1 24%	1 85%
272 3/19/07	3 53%	3 85%	6 56%	4 25%	4 43%
273 3/26/07	-2 67%	-3 85%	-2 62%	-2 54%	-2 84%
274 4/2/07	2 84%	2 28%	0 75%	1 62%	1 94%
275 4/9/07	9 64%	3 67%	5 71%	6 36%	6 74%
276 4/16/07	3 72%	6 08%	4 01%	6 78%	5 10%

Weekly Change In Railroad Stock Portfolio

<u>Week</u> (1)	<u>Weekly Change In Stock Price 1/</u>				<u>Weekly Change In Railroad Stock Portfolio 2/</u> (6)	
	<u>BNSF</u> (2)	<u>CSX</u> (3)	<u>NS</u> (4)	<u>UP</u> (5)		
277	4/23/07	-5 52%	-2 89%	-4 35%	-1 16%	-3 50%
278	4/30/07	1 76%	5 18%	0 99%	0 68%	1 91%
279	5/7/07	-0 53%	-1 35%	2 40%	0 23%	0 13%
280	5/14/07	4 99%	2 55%	5 27%	2 52%	3 84%
281	5/21/07	-3 19%	-3 91%	-1 54%	-1 29%	-2 42%
282	5/28/07	2 84%	3 50%	2 46%	3 45%	3 06%
283	6/4/07	-5 32%	-2 52%	-6 39%	-4 40%	-4 75%
284	6/11/07	-0 48%	0 11%	1 80%	3 09%	1 18%
285	6/18/07	-2 49%	-0 58%	-3 52%	-3 47%	-2 65%
286	6/25/07	-1 18%	0 63%	-2 50%	-0 80%	-0 99%
287	7/2/07	1 83%	3 01%	2 76%	1 43%	2 13%
288	7/9/07	2 28%	3 86%	3 40%	3 42%	3 16%
289	7/16/07	1 90%	5 25%	1 77%	4 19%	3 23%
290	7/23/07	-8 43%	-8 56%	-7 92%	-5 36%	-7 41%
291	7/30/07	-4 40%	0 70%	-2 40%	-4 08%	-2 88%
292	8/6/07	1 87%	0 56%	0 90%	2 11%	1 48%
293	8/13/07	-1 27%	-11 59%	-0 63%	-9 19%	-5 72%
294	8/20/07	1 25%	3 68%	1 10%	4 84%	2 76%
295	8/27/07	0 74%	-4 47%	-0 63%	0 78%	-0 55%
296	9/3/07	0 16%	-2 24%	-3 01%	-3 11%	-1 96%
297	9/10/07	1 33%	-4 93%	2 52%	3 44%	1 05%
298	9/17/07	-0 78%	5 72%	0 66%	0 94%	1 20%
299	9/24/07	-0 30%	6 06%	1 29%	0 16%	1 34%
300	10/1/07	6 91%	1 84%	2 88%	3 81%	4 16%
301	10/8/07	-3 70%	-2 11%	0 38%	1 84%	-0 86%
302	10/15/07	-1 29%	4 74%	-3 16%	2 60%	0 64%
303	10/22/07	3 85%	0 32%	-1 45%	4 30%	2 28%
304	10/29/07	1 25%	-2 55%	-0 10%	-1 48%	-0 61%
305	11/5/07	-2 38%	-0 14%	-0 74%	-1 07%	-1 23%
306	11/12/07	1 36%	-0 72%	-0 06%	1 47%	0 74%
307	11/19/07	-3 92%	-4 48%	-1 76%	-1 44%	-2 79%
308	11/26/07	1 30%	2 05%	3 34%	1 54%	1 91%
309	12/3/07	4 21%	4 24%	4 12%	6 91%	5 09%
310	12/10/07	-3 21%	-0 67%	-5 02%	-3 18%	-3 11%
311	12/17/07	-0 32%	0 42%	-1 30%	-3 47%	-1 44%
312	12/24/07	-0 43%	1 38%	2 02%	1 34%	0 96%

1/ Current Week Exhibit No 3, Columns (2) to (5) divided by prior week Exhibit No 3, Columns (2) to (5)

2/ [Column (2) x Exhibit No 3, Column (10) – Exhibit No 3, Column (14)] +  
 [Column (3) x Exhibit No 3, Column (11) - Exhibit No 3, Column (14)] –  
 [Column (4) x Exhibit No 3, Column (12) – Exhibit No 3, Column (14)] +  
 [Column (4) x Exhibit No 3, Column (13) – Exhibit No 3, Column (14)] –

**S&P 500 Index And 3-Month T-Bill Weekly Returns**

		S&P 500 Price Retrun	Change In S&P 500 Price Retrun	3-Month T-Bill Annual Rate 3/	3-Month T-Bill Average Weekly Rate 4/
	<u>Week</u>  (1)	<u>Index 1/</u>  (2)	<u>Index 2/</u>  (3)	<u>(4)</u>	<u>(5)</u>
1	12/31/01	1172 5100	---	---	---
2	1/7/2002	1145 6000	-2 30%	1 66%	0 03167%
3	1/14/2002	1127 5800	-1 57%	1 61%	0 03072%
4	1/21/2002	1133 2800	0 51%	1 71%	0 03261%
5	1/28/2002	1122 2000	-0 98%	1 75%	0 03337%
6	2/4/2002	1096 2200	-2 32%	1 75%	0 03337%
7	2/11/2002	1104 1800	0 73%	1 75%	0 03337%
8	2/18/2002	1089 8400	-1 30%	1 76%	0 03356%
9	2/25/2002	1131 7800	3 85%	1 77%	0 03375%
10	3/4/2002	1164 3100	2 87%	1 80%	0 03431%
11	3/11/2002	1166 1600	0 16%	1 85%	0 03526%
12	3/18/2002	1148 7000	-1 50%	1 85%	0 03526%
13	3/25/2002	1147 3900	-0 11%	1 82%	0 03469%
14	4/1/2002	1122 7300	-2 15%	1 78%	0 03394%
15	4/8/2002	1111 0100	-1 04%	1 72%	0 03280%
16	4/15/2002	1125 1700	1 27%	1 73%	0 03299%
17	4/22/2002	1076 3200	-4 34%	1 73%	0 03299%
18	4/29/2002	1073 4300	-0 27%	1 77%	0 03375%
19	5/6/2002	1054 9900	-1 72%	1 77%	0 03375%
20	5/13/2002	1106 5900	4 89%	1 77%	0 03375%
21	5/20/2002	1083 8200	-2 06%	1 75%	0 03337%
22	5/28/2002	1067 1400	-1 54%	1 75%	0 03337%
23	6/3/2002	1027 5300	-3 71%	1 75%	0 03337%
24	6/10/2002	1007 2700	-1 97%	1 74%	0 03318%
25	6/17/2002	989 1400	-1 80%	1 73%	0 03299%
26	6/24/2002	989 8200	0 07%	1 71%	0 03261%
27	7/1/2002	989 0300	-0 08%	1 72%	0 03280%
28	7/8/2002	921 3900	-6 84%	1 72%	0 03280%
29	7/15/2002	847 7500	-7 99%	1 72%	0 03280%
30	7/22/2002	852 8400	0 60%	1 70%	0 03242%
31	7/29/2002	864 2400	1 34%	1 69%	0 03223%
32	8/5/2002	908 6400	5 14%	1 62%	0 03091%
33	8/12/2002	928 7700	2 22%	1 64%	0 03129%
34	8/19/2002	940 8600	1 30%	1 64%	0 03129%
35	8/26/2002	916 0700	-2 63%	1 68%	0 03204%
36	9/3/2002	893 9200	-2 42%	1 64%	0 03129%
37	9/9/2002	889 8100	-0 46%	1 69%	0 03223%
38	9/16/2002	845 3900	-4 99%	1 68%	0 03204%
39	9/23/2002	827 3700	-2 13%	1 65%	0 03148%
40	9/30/2002	800 5800	-3 24%	1 58%	0 03015%
41	10/7/2002	835 3200	4 34%	1 59%	0 03034%
42	10/14/2002	884 3900	5 87%	1 67%	0 03186%
43	10/21/2002	897 6500	1 50%	1 67%	0 03186%

**S&P 500 Index And 3-Month T-Bill Weekly Returns**

					3-Month
		S&P 500 Price Retrun	Change In S&P 500 Price Retrun	3-Month T-Bill Annual Rate 3/	T-Bill Average Weekly Rate 4/
<u>Week</u>		<u>Index 1/ Price Retrun</u>	<u>Index 2/ Price Retrun</u>	(4)	(5)
(1)	(2)	(3)	(4)	(5)	
44	10/28/2002	900 9600	0 37%	1 50%	0 02864%
45	11/4/2002	894 7400	-0 69%	1 30%	0 02484%
46	11/11/2002	909 8300	1 69%	1 22%	0 02332%
47	11/18/2002	930 5500	2 28%	1 22%	0 02332%
48	11/25/2002	936 3100	0 62%	1 23%	0 02351%
49	12/2/2002	912 2300	-2 57%	1 22%	0 02332%
50	12/9/2002	889 4800	-2 49%	1 21%	0 02313%
51	12/16/2002	895 7600	0 71%	1 22%	0 02332%
52	12/23/2002	875 4000	-2 27%	1 18%	0 02256%
53	12/30/2002	908 5900	3 79%	1 22%	0 02332%
54	1/6/2003	927 5700	2 09%	1 20%	0 02294%
55	1/13/2003	901 7800	-2 78%	1 19%	0 02275%
56	1/20/2003	861 4000	-4 48%	1 17%	0 02237%
57	1/27/2003	855 7000	-0 66%	1 18%	0 02256%
58	2/3/2003	829 6900	-3 04%	1 17%	0 02237%
59	2/10/2003	834 8900	0 63%	1 18%	0 02256%
60	2/17/2003	848 1700	1 59%	1 19%	0 02275%
61	2/24/2003	841 1500	-0 83%	1 21%	0 02313%
62	3/3/2003	828 8900	-1 46%	1 17%	0 02237%
63	3/10/2003	833 2700	0 53%	1 11%	0 02123%
64	3/17/2003	895 7900	7 50%	1 16%	0 02218%
65	3/24/2003	863 5000	-3 60%	1 17%	0 02237%
66	3/31/2003	878 8500	1 78%	1 12%	0 02142%
67	4/7/2003	868 3000	-1 20%	1 15%	0 02199%
68	4/14/2003	893 5800	2 91%	1 18%	0 02256%
69	4/21/2003	898 8100	0 59%	1 16%	0 02218%
70	4/28/2003	930 0800	3 48%	1 13%	0 02161%
71	5/5/2003	933 4100	0 36%	1 11%	0 02123%
72	5/12/2003	944 3000	1 17%	1 07%	0 02047%
73	5/19/2003	933 2200	-1 17%	1 06%	0 02028%
74	5/27/2003	963 5900	3 25%	1 11%	0 02123%
75	6/2/2003	987 7600	2 51%	1 07%	0 02047%
76	6/9/2003	988 6100	0 09%	0 94%	0 01799%
77	6/16/2003	995 6900	0 72%	0 86%	0 01647%
78	6/23/2003	976 2200	-1 96%	0 88%	0 01685%
79	6/30/2003	985 7000	0 97%	0 88%	0 01685%
80	7/7/2003	998 1400	1 26%	0 90%	0 01723%
81	7/14/2003	993 3200	-0 48%	0 91%	0 01742%
82	7/21/2003	998 6800	0 54%	0 93%	0 01780%
83	7/28/2003	980 1500	-1 86%	0 97%	0 01857%
84	8/4/2003	977 5900	-0 26%	0 96%	0 01838%
85	8/11/2003	990 6700	1 34%	0 96%	0 01838%
86	8/18/2003	993 0600	0 24%	0 97%	0 01857%

**S&P 500 Index And 3-Month T-Bill Weekly Returns**

<b>Week</b> <b>(1)</b>	<b>S&amp;P 500 Price Retrun</b> <b>Index 1/ (2)</b>	<b>Change In S&amp;P 500 Price Retrun</b> <b>Index 2/ (3)</b>	<b>3-Month</b>		
			<b>T-Bill Annual Rate 3/ (4)</b>	<b>Average Weekly Rate 4/ (5)</b>	
87 8/25/2003	1008 0100	1 51%	1 00%	0 01914%	
88 9/2/2003	1021 3900	1 33%	0 97%	0 01857%	
89 9/8/2003	1018 6300	-0 27%	0 96%	0 01838%	
90 9/15/2003	1036 3000	1 73%	0 95%	0 01818%	
91 9/22/2003	996 8500	-3 81%	0 94%	0 01799%	
92 9/29/2003	1029 8500	3 31%	0 95%	0 01818%	
93 10/6/2003	1038 0600	0 80%	0 92%	0 01761%	
94 10/13/2003	1039 3200	0 12%	0 93%	0 01780%	
95 10/20/2003	1028 9100	-1 00%	0 95%	0 01818%	
96 10/27/2003	1050 7100	2 12%	0 96%	0 01838%	
97 11/3/2003	1053 2100	0 24%	0 96%	0 01838%	
98 11/10/2003	1050 3500	-0 27%	0 95%	0 01818%	
99 11/17/2003	1035 2800	-1 43%	0 95%	0 01818%	
100 11/24/2003	1058 2000	2 21%	0 95%	0 01818%	
101 12/1/2003	1061 5000	0 31%	0 94%	0 01799%	
102 12/8/2003	1074 1400	1 19%	0 92%	0 01761%	
103 12/15/2003	1088 6600	1 35%	0 90%	0 01723%	
104 12/22/2003	1095 8900	0 66%	0 89%	0 01704%	
105 12/29/2003	1108 4800	1 15%	0 93%	0 01780%	
106 1/5/2004	1121 8600	1 21%	0 90%	0 01723%	
107 1/12/2004	1139 8300	1 60%	0 89%	0 01704%	
108 1/20/2004	1141 5500	0 15%	0 89%	0 01704%	
109 1/26/2004	1131 1300	-0 91%	0 92%	0 01761%	
110 2/2/2004	1142 7600	1 03%	0 94%	0 01799%	
111 2/9/2004	1145 8100	0 27%	0 93%	0 01780%	
112 2/17/2004	1144 1100	-0 15%	0 94%	0 01799%	
113 2/23/2004	1144 9400	0 07%	0 96%	0 01838%	
114 3/1/2004	1156 8600	1 04%	0 96%	0 01838%	
115 3/8/2004	1120 5700	-3 14%	0 96%	0 01838%	
116 3/15/2004	1109 7800	-0 96%	0 94%	0 01799%	
117 3/22/2004	1108 0600	-0 15%	0 94%	0 01799%	
118 3/29/2004	1141 8100	3 05%	0 95%	0 01818%	
119 4/5/2004	1139 3200	-0 22%	0 94%	0 01799%	
120 4/12/2004	1134 6100	-0 41%	0 94%	0 01799%	
121 4/19/2004	1140 6000	0 53%	0 97%	0 01857%	
122 4/26/2004	1107 3000	-2 92%	0 98%	0 01876%	
123 5/3/2004	1098 7000	-0 78%	1 01%	0 01933%	
124 5/10/2004	1095 7000	-0 27%	1 03%	0 01971%	
125 5/17/2004	1093 5600	-0 20%	1 04%	0 01990%	
126 5/24/2004	1120 6800	2 48%	1 07%	0 02047%	
127 6/1/2004	1122 5000	0 16%	1 18%	0 02256%	
128 6/7/2004	1136 4700	1 24%	1 27%	0 02427%	
129 6/14/2004	1135 0200	-0 13%	1 32%	0 02522%	

**S&P 500 Index And 3-Month T-Bill Weekly Returns**

					3-Month
		S&P 500 Price Retrun	Change In S&P 500 Price Retrun	3-Month T-Bill Annual Rate 3/	T-Bill Average Weekly Rate 4/
	<u>Week</u>	<u>Index 1/</u>	<u>Index 2/</u>	<u>(4)</u>	<u>(5)</u>
	(1)	(2)	(3)	(4)	(5)
130	6/21/2004	1134 4300	-0 05%	1 31%	0 02503%
131	6/28/2004	1125 3800	-0 80%	1 32%	0 02522%
132	7/6/2004	1112 8100	-1 12%	1 30%	0 02484%
133	7/12/2004	1101 3900	-1 03%	1 34%	0 02560%
134	7/19/2004	1086 2000	-1 38%	1 36%	0 02598%
135	7/26/2004	1101 7200	1 43%	1 45%	0 02769%
136	8/2/2004	1063 9700	-3 43%	1 48%	0 02826%
137	8/9/2004	1064 8000	0 08%	1 46%	0 02788%
138	8/16/2004	1098 3500	3 15%	1 49%	0 02845%
139	8/23/2004	1107 7700	0 86%	1 55%	0 02958%
140	8/30/2004	1113 6300	0 53%	1 61%	0 03072%
141	9/7/2004	1123 9200	0 92%	1 65%	0 03148%
142	9/13/2004	1128 5500	0 41%	1 67%	0 03186%
143	9/20/2004	1110 1100	-1 63%	1 72%	0 03280%
144	9/27/2004	1131 5000	1 93%	1 72%	0 03280%
145	10/4/2004	1122 1400	-0 83%	1 71%	0 03261%
146	10/11/2004	1108 2000	-1 24%	1 74%	0 03318%
147	10/18/2004	1095 7400	-1 12%	1 83%	0 03488%
148	10/25/2004	1130 2000	3 14%	1 91%	0 03639%
149	11/1/2004	1166 1700	3 18%	1 99%	0 03790%
150	11/8/2004	1184 1700	1 54%	2 08%	0 03960%
151	11/15/2004	1170 3400	-1 17%	2 13%	0 04054%
152	11/22/2004	1182 6500	1 05%	2 20%	0 04186%
153	11/29/2004	1191 1700	0 72%	2 22%	0 04223%
154	12/6/2004	1188 0000	-0 27%	2 25%	0 04280%
155	12/13/2004	1194 2000	0 52%	2 21%	0 04205%
156	12/20/2004	1210 1300	1 33%	2 20%	0 04186%
157	12/27/2004	1211 9200	0 15%	2 23%	0 04242%
158	1/3/2005	1186 1900	-2 12%	2 32%	0 04412%
159	1/10/2005	1184 5200	-0 14%	2 35%	0 04468%
160	1/18/2005	1167 8700	-1 41%	2 37%	0 04506%
161	1/24/2005	1171 3600	0 30%	2 41%	0 04581%
162	1/31/2005	1203 0300	2 70%	2 50%	0 04750%
163	2/7/2005	1205 3000	0 19%	2 51%	0 04768%
164	2/14/2005	1201 5900	-0 31%	2 59%	0 04919%
165	2/21/2005	1211 3700	0 81%	2 69%	0 05106%
166	2/28/2005	1222 1200	0 89%	2 75%	0 05218%
167	3/7/2005	1200 0800	-1 80%	2 76%	0 05237%
168	3/14/2005	1189 6500	-0 87%	2 80%	0 05312%
169	3/21/2005	1171 4200	-1 53%	2 85%	0 05406%
170	3/28/2005	1172 9200	0 13%	2 82%	0 05349%
171	4/4/2005	1181 2000	0 71%	2 78%	0 05275%
172	4/11/2005	1142 6200	-3 27%	2 77%	0 05256%

**S&P 500 Index And 3-Month T-Bill Weekly Returns**

					<b>3-Month</b>
		<b>S&amp;P 500</b>	<b>Change In</b>	<b>3-Month</b>	<b>T-Bill</b>
		<b>Price Retrun</b>	<b>S&amp;P 500</b>	<b>T-Bill</b>	<b>Average</b>
<b>Week</b>		<b>Price Retrun</b>	<b>Index 2/</b>	<b>Annual</b>	<b>Weekly</b>
(1)		(2)	(3)	(4)	(5)
173	4/18/2005	1152 1200	0 83%	2 90%	0 05499%
174	4/25/2005	1156 8500	0 41%	2 90%	0 05499%
175	5/2/2005	1171 3500	1 25%	2 88%	0 05462%
176	5/9/2005	1154 0500	-1 48%	2 88%	0 05462%
177	5/16/2005	1189 2800	3 05%	2 88%	0 05462%
178	5/23/2005	1198 7800	0 80%	2 95%	0 05593%
179	5/31/2005	1196 0200	-0 23%	2 99%	0 05667%
180	6/6/2005	1198 1100	0 17%	3 01%	0 05705%
181	6/13/2005	1216 9600	1 57%	3 00%	0 05686%
182	6/20/2005	1191 5700	-2 09%	3 05%	0 05779%
183	6/27/2005	1194 4400	0 24%	3 14%	0 05947%
184	7/5/2005	1211 8600	1 46%	3 18%	0 06022%
185	7/11/2005	1227 9200	1 33%	3 22%	0 06097%
186	7/18/2005	1233 6800	0 47%	3 33%	0 06302%
187	7/25/2005	1234 1800	0 04%	3 42%	0 06469%
188	8/1/2005	1226 4200	-0 63%	3 48%	0 06581%
189	8/8/2005	1230 3900	0 32%	3 52%	0 06655%
190	8/15/2005	1219 7100	-0 87%	3 52%	0 06655%
191	8/22/2005	1205 1000	-1 20%	3 54%	0 06692%
192	8/29/2005	1218 0200	1 07%	3 51%	0 06636%
193	9/6/2005	1241 4800	1 93%	3 50%	0 06618%
194	9/12/2005	1237 9100	-0 29%	3 47%	0 06562%
195	9/19/2005	1215 2900	-1 83%	3 51%	0 06636%
196	9/26/2005	1228 8100	1 11%	3 51%	0 06636%
197	10/3/2005	1195 9000	-2 68%	3 61%	0 06822%
198	10/10/2005	1186 5700	-0 78%	3 74%	0 07064%
199	10/17/2005	1179 5900	-0 59%	3 86%	0 07286%
200	10/24/2005	1198 4100	1 60%	3 91%	0 07379%
201	10/31/2005	1220 1400	1 81%	3 96%	0 07471%
202	11/7/2005	1234 7200	1 19%	3 97%	0 07490%
203	11/14/2005	1248 2700	1 10%	4 01%	0 07564%
204	11/21/2005	1268 2500	1 60%	3 96%	0 07471%
205	11/28/2005	1265 0800	-0 25%	3 97%	0 07490%
206	12/5/2005	1259 3700	-0 45%	4 00%	0 07545%
207	12/12/2005	1267 3200	0 63%	3 91%	0 07379%
208	12/19/2005	1268 6600	0 11%	3 97%	0 07490%
209	12/27/2005	1248 2900	-1 61%	4 01%	0 07564%
210	1/3/2006	1285 4500	2 98%	4 19%	0 07897%
211	1/9/2006	1287 6100	0 17%	4 29%	0 08081%
212	1/17/2006	1261 4900	-2 03%	4 36%	0 08210%
213	1/23/2006	1283 7200	1 76%	4 42%	0 08321%
214	1/30/2006	1264 0300	-1 53%	4 48%	0 08432%
215	2/6/2006	1266 9900	0 23%	4 50%	0 08468%

**S&P 500 Index And 3-Month T-Bill Weekly Returns**

					3-Month
		S&P 500 Price Retrun	Change In S&P 500 Price Retrun	3-Month T-Bill Annual Rate 3/	T-Bill Average Weekly Rate 4/
	<u>Week</u>	<u>Index 1/ (1)</u>	<u>Index 2/ (2)</u>	<u>(4)</u>	<u>(5)</u>
216	2/13/2006	1287 2400	1 60%	4 55%	0 08560%
217	2/21/2006	1289 4300	0 17%	4 58%	0 08616%
218	2/27/2006	1287 2300	-0 17%	4 62%	0 08689%
219	3/6/2006	1281 4200	-0 45%	4 60%	0 08652%
220	3/13/2006	1307 2500	2 02%	4 62%	0 08689%
221	3/20/2006	1302 9500	-0 33%	4 67%	0 08781%
222	3/27/2006	1294 8700	-0 62%	4 63%	0 08708%
223	4/3/2006	1295 5000	0 05%	4 68%	0 08800%
224	4/10/2006	1289 1200	-0 49%	4 70%	0 08836%
225	4/17/2006	1311 2800	1 72%	4 73%	0 08892%
226	4/24/2006	1310 6100	-0 05%	4 78%	0 08983%
227	5/1/2006	1325 7600	1 16%	4 82%	0 09057%
228	5/8/2006	1291 2400	-2 60%	4 86%	0 09130%
229	5/15/2006	1267 0300	-1 87%	4 83%	0 09075%
230	5/22/2006	1280 1600	1 04%	4 83%	0 09075%
231	5/30/2006	1288 2200	0 63%	4 84%	0 09094%
232	6/5/2006	1252 3000	-2 79%	4 86%	0 09130%
233	6/12/2006	1251 5400	-0 06%	4 89%	0 09185%
234	6/19/2006	1244 5000	-0 56%	4 93%	0 09259%
235	6/26/2006	1270 2000	2 07%	5 02%	0 09424%
236	7/3/2006	1265 4800	-0 37%	5 03%	0 09442%
237	7/10/2006	1236 2000	-2 31%	5 06%	0 09497%
238	7/17/2006	1240 2900	0 33%	5 11%	0 09589%
239	7/24/2006	1278 5500	3 08%	5 10%	0 09570%
240	7/31/2006	1279 3600	0 06%	5 10%	0 09570%
241	8/7/2006	1266 7400	-0 99%	5 08%	0 09534%
242	8/14/2006	1302 3000	2 81%	5 10%	0 09570%
243	8/21/2006	1295 0900	-0 55%	5 10%	0 09570%
244	8/28/2006	1311 0100	1 23%	5 06%	0 09497%
245	9/5/2006	1298 9200	-0 92%	4 97%	0 09332%
246	9/11/2006	1319 6600	1 60%	4 93%	0 09259%
247	9/18/2006	1314 7800	-0 37%	4 93%	0 09259%
248	9/25/2006	1335 8500	1 60%	4 88%	0 09167%
249	10/2/2006	1349 5900	1 03%	4 92%	0 09240%
250	10/9/2006	1365 6200	1 19%	5 03%	0 09442%
251	10/16/2006	1368 6000	0 22%	5 09%	0 09552%
252	10/23/2006	1377 3400	0 64%	5 12%	0 09607%
253	10/30/2006	1364 3000	-0 95%	5 08%	0 09534%
254	11/6/2006	1380 9000	1 22%	5 09%	0 09552%
255	11/13/2006	1401 2000	1 47%	5 09%	0 09552%
256	11/20/2006	1400 9500	-0 02%	5 06%	0 09497%
257	11/27/2006	1396 7100	-0 30%	5 04%	0 09460%
258	12/4/2006	1409 8400	0 94%	4 99%	0 09369%

**S&P 500 Index And 3-Month T-Bill Weekly Returns**

		S&P 500 Price Retrun	Change In S&P 500 Price Retrun	3-Month T-Bill Annual Rate 3/	3-Month T-Bill Average Weekly Rate 4/
	<u>Week</u>	<u>Index 1/ (1)</u>	<u>Index 2/ (2)</u>	<u>(4)</u>	<u>(5)</u>
259	12/11/2006	1427 0900	1 22%	4 93%	0 09259%
260	12/18/2006	1410 7600	-1 14%	4 97%	0 09332%
261	12/26/2006	1418 3000	0 53%	5 00%	0 09387%
262	1/1/2007	1409 7100	-0 61%	5 05%	0 09479%
263	1/8/2007	1430 7300	1 49%	5 09%	0 09552%
264	1/15/2007	1430 5000	-0 02%	5 12%	0 09607%
265	1/22/2007	1422 1800	-0 58%	5 13%	0 09625%
266	1/29/2007	1448 3900	1 84%	5 13%	0 09625%
267	2/5/2007	1438 0600	-0 71%	5 15%	0 09662%
268	2/12/2007	1455 5400	1 22%	5 17%	0 09699%
269	2/19/2007	1451 1900	-0 30%	5 19%	0 09735%
270	2/26/2007	1387 1700	-4 41%	5 15%	0 09662%
271	3/5/2007	1402 8400	1 13%	5 11%	0 09589%
272	3/12/2007	1386 9500	-1 13%	5 07%	0 09515%
273	3/19/2007	1436 1100	3 54%	5 06%	0 09497%
274	3/26/2007	1420 8600	-1 06%	5 06%	0 09497%
275	4/2/2007	1443 7600	1 61%	5 05%	0 09479%
276	4/9/2007	1452 8500	0 63%	5 03%	0 09442%
277	4/16/2007	1484 3500	2 17%	5 00%	0 09387%
278	4/23/2007	1494 0700	0 65%	4 97%	0 09332%
279	4/30/2007	1505 6200	0 77%	4 90%	0 09204%
280	5/7/2007	1505 8500	0 02%	4 88%	0 09167%
281	5/14/2007	1522 7500	1 12%	4 82%	0 09057%
282	5/21/2007	1515 7300	-0 46%	4 90%	0 09204%
283	5/28/2007	1536 3400	1 36%	4 82%	0 09057%
284	6/4/2007	1507 6700	-1 87%	4 80%	0 09020%
285	6/11/2007	1532 9100	1 67%	4 66%	0 08763%
286	6/18/2007	1502 5600	-1 98%	4 69%	0 08818%
287	6/25/2007	1503 3500	0 05%	4 80%	0 09020%
288	7/2/2007	1530 4400	1 80%	4 95%	0 09295%
289	7/9/2007	1552 5000	1 44%	4 96%	0 09314%
290	7/16/2007	1534 1000	-1 19%	4 97%	0 09332%
291	7/23/2007	1458 9500	-4 90%	4 96%	0 09314%
292	7/30/2007	1433 0600	-1 77%	4 91%	0 09222%
293	8/6/2007	1453 6400	1 44%	4 83%	0 09075%
294	8/13/2007	1445 9400	-0 53%	4 23%	0 07970%
295	8/20/2007	1479 3700	2 31%	3 70%	0 06989%
296	8/27/2007	1473 9900	-0 36%	4 17%	0 07860%
297	9/3/2007	1453 5500	-1 39%	4 30%	0 08100%
298	9/10/2007	1484 2500	2 11%	4 04%	0 07619%
299	9/17/2007	1525 7500	2 80%	3 92%	0 07397%
300	9/24/2007	1526 7500	0 07%	3 78%	0 07138%
301	10/1/2007	1557 5900	2 02%	3 96%	0 07471%

**S&P 500 Index And 3-Month T-Bill Weekly Returns**

		S&P 500 Price Retrun	Change In	3-Month	3-Month
			S&P 500 Price Retrun	T-Bill Annual	T-Bill Average
			<u>Index 1/</u> <u>Index 2/</u>	<u>Rate 3/</u>	<u>Weekly Rate 4/</u>
Week	(1)	(2)	(3)	(4)	(5)
302	10/8/2007	1561 8000	0 27%	4 11%	0 07749%
303	10/15/2007	1500 6300	-3 92%	4 04%	0 07619%
304	10/22/2007	1535 2800	2 31%	3 95%	0 07453%
305	10/29/2007	1509 6500	-1 67%	3 87%	0 07305%
306	11/5/2007	1453 7000	-3 71%	3 52%	0 06655%
307	11/12/2007	1458 7400	0 35%	3 40%	0 06432%
308	11/19/2007	1440 7000	-1 24%	3 24%	0 06134%
309	11/26/2007	1481 1400	2 81%	3 10%	0 05873%
310	12/3/2007	1504 6600	1 59%	3 08%	0 05835%
311	12/10/2007	1467 9500	-2 44%	2 92%	0 05536%
312	12/17/2007	1484 4600	1 12%	2 99%	0 05667%
313	12/24/2007	1478 4900	-0 40%	3 25%	0 06152%

1/ Source Yahoo! Finance

2/ [Current Week Column (2) – Prior Week Column (2)] -1

3/ Source Board of Governors of the Federal Reserve, series WGS3MO

4/ {[ (1 + Column (4))<sup>(1/52)</sup> } -1 ]

**Excess Returns On S&P 500 And Railroad Portfolio Over 3-Month T-Bills**

Week (1)	Weekly Change In Railroad Stock Portfolio 1/ (2)	Weekly Change In S&P 500 Price Return Index 2/ (3)	3-Month		Excess Return On S&P 500 Price Return Index 5/ (6)
			T-Bill	Average Weekly Rate 3/ (4)	
				Excess Return In Railroad Stock Portfolio 4/ (5)	
1	1/14/2002	-0.05%	-1.57%	0.03072%	-0.000820
2	1/21/2002	7.35%	0.51%	0.03261%	0.004729
3	1/28/2002	1.16%	-0.98%	0.03337%	-0.010111
4	2/4/2002	-4.05%	-2.32%	0.03337%	-0.023485
5	2/11/2002	-0.48%	0.73%	0.03337%	0.006928
6	2/18/2002	0.75%	-1.30%	0.03356%	-0.013323
7	2/25/2002	7.64%	3.85%	0.03375%	0.038145
8	3/4/2002	-0.20%	2.87%	0.03431%	0.028399
9	3/11/2002	-0.94%	0.16%	0.03526%	0.001236
10	3/18/2002	-1.25%	-1.50%	0.03526%	-0.015325
11	3/25/2002	1.39%	-0.11%	0.03469%	-0.001487
12	4/1/2002	-4.91%	-2.15%	0.03394%	-0.021832
13	4/8/2002	2.81%	-1.04%	0.03280%	-0.010767
14	4/15/2002	-2.85%	1.27%	0.03299%	0.012415
15	4/22/2002	-2.66%	-4.34%	0.03299%	-0.043746
16	4/29/2002	1.35%	-0.27%	0.03375%	-0.003023
17	5/6/2002	-1.99%	-1.72%	0.03375%	-0.017516
18	5/13/2002	3.85%	4.89%	0.03375%	0.048573
19	5/20/2002	-2.02%	-2.06%	0.03337%	-0.020910
20	5/28/2002	0.35%	-1.54%	0.03337%	-0.015724
21	6/3/2002	1.34%	-3.71%	0.03337%	-0.037452
22	6/10/2002	0.15%	-1.97%	0.03318%	-0.020049
23	6/17/2002	3.00%	-1.80%	0.03299%	-0.018329
24	6/24/2002	0.81%	0.07%	0.03261%	0.000361
25	7/1/2002	1.38%	-0.08%	0.03280%	-0.001126
26	7/8/2002	-7.63%	-6.84%	0.03280%	-0.068718
27	7/15/2002	-2.99%	-7.99%	0.03280%	-0.080251
28	7/22/2002	0.68%	0.60%	0.03242%	0.005680
29	7/29/2002	-2.07%	1.34%	0.03223%	0.013045
30	8/5/2002	7.74%	5.14%	0.03091%	0.051066
31	8/12/2002	-0.66%	2.22%	0.03129%	0.021841
32	8/19/2002	1.74%	1.30%	0.03129%	0.012704
33	8/26/2002	-2.38%	-2.63%	0.03204%	-0.026669
34	9/3/2002	-5.09%	-2.42%	0.03129%	-0.024492
35	9/9/2002	0.57%	-0.46%	0.03223%	-0.004920
36	9/16/2002	-0.08%	-4.99%	0.03204%	-0.050241
37	9/23/2002	-2.92%	-2.13%	0.03148%	-0.021630
38	9/30/2002	-2.91%	-3.24%	0.03015%	-0.032681
39	10/7/2002	3.21%	4.34%	0.03034%	0.043090
40	10/14/2002	0.83%	5.87%	0.03186%	0.058425
41	10/21/2002	0.36%	1.50%	0.03186%	0.014675
42	10/28/2002	1.59%	0.37%	0.02864%	0.003401
43	11/4/2002	0.97%	-0.69%	0.02484%	-0.007152

**Excess Returns On S&P 500 And Railroad Portfolio Over 3-Month T-Bills**

Week (1)	Weekly Change In Railroad Stock Portfolio 1/ (2)	Weekly Change In S&P 500 Price Return Index 2/ (3)	3-Month		Excess Return On S&P 500 Price Return Index 5/ (6)
			T-Bill Average Weekly Rate 3/ (4)	Excess Return In Railroad Stock Portfolio 4/ (5)	
44	11/11/2002	-2.93%	1.69%	0.02332%	-0.029562
45	11/18/2002	-3.68%	2.28%	0.02332%	-0.037056
46	11/25/2002	0.84%	0.62%	0.02351%	0.008145
47	12/2/2002	3.17%	-2.57%	0.02332%	0.031496
48	12/9/2002	-1.28%	-2.49%	0.02313%	-0.013079
49	12/16/2002	1.82%	0.71%	0.02332%	0.017969
50	12/23/2002	-1.84%	-2.27%	0.02256%	-0.018663
51	12/30/2002	3.22%	3.79%	0.02332%	0.031999
52	1/6/2003	1.37%	2.09%	0.02294%	0.013471
53	1/13/2003	-3.10%	-2.78%	0.02275%	-0.031271
54	1/20/2003	-6.24%	-4.48%	0.02237%	-0.062590
55	1/27/2003	3.89%	-0.66%	0.02256%	0.038639
56	2/3/2003	-1.88%	-3.04%	0.02237%	-0.019074
57	2/10/2003	-2.03%	0.63%	0.02256%	-0.020516
58	2/17/2003	1.96%	1.59%	0.02275%	0.019337
59	2/24/2003	-1.44%	-0.83%	0.02313%	-0.014662
60	3/3/2003	-0.28%	-1.46%	0.02237%	-0.003007
61	3/10/2003	-2.31%	0.53%	0.02123%	-0.023319
62	3/17/2003	9.58%	7.50%	0.02218%	0.095575
63	3/24/2003	-3.53%	-3.60%	0.02237%	-0.035523
64	3/31/2003	0.22%	1.78%	0.02142%	0.001964
65	4/7/2003	1.03%	-1.20%	0.02199%	0.010052
66	4/14/2003	3.63%	2.91%	0.02256%	0.036040
67	4/21/2003	2.10%	0.59%	0.02218%	0.020775
68	4/28/2003	1.44%	3.48%	0.02161%	0.014136
69	5/5/2003	1.05%	0.36%	0.02123%	0.010244
70	5/12/2003	0.48%	1.17%	0.02047%	0.004546
71	5/19/2003	-1.82%	-1.17%	0.02028%	-0.018398
72	5/27/2003	3.69%	3.25%	0.02123%	0.036689
73	6/2/2003	-0.81%	2.51%	0.02047%	-0.008256
74	6/9/2003	-0.87%	0.09%	0.01799%	-0.008830
75	6/16/2003	-2.70%	0.72%	0.01647%	-0.027176
76	6/23/2003	-2.18%	-1.96%	0.01685%	-0.021966
77	6/30/2003	0.37%	0.97%	0.01685%	0.003527
78	7/7/2003	1.10%	1.26%	0.01723%	0.010819
79	7/14/2003	0.57%	-0.48%	0.01742%	0.005562
80	7/21/2003	0.67%	0.54%	0.01780%	0.006473
81	7/28/2003	-1.56%	-1.86%	0.01857%	-0.015811
82	8/4/2003	0.26%	-0.26%	0.01838%	0.002421
83	8/11/2003	-0.61%	1.34%	0.01838%	-0.006319
84	8/18/2003	-1.56%	0.24%	0.01857%	-0.015777
85	8/25/2003	3.84%	1.51%	0.01914%	0.038163
86	9/2/2003	0.30%	1.33%	0.01857%	0.002767

Excess Returns On S&P 500 And Railroad Portfolio Over 3-Month T-Bills

<u>Week</u>	<u>Stock Portfolio 1/</u> (1)	<u>Weekly Change In Railroad Stock Portfolio 1/</u> (2)	<u>Weekly Change In S&amp;P 500 Price Return Index 2/</u> (3)	<u>3-Month</u>		<u>Excess Return On S&amp;P 500 Price Return Index 5/</u> (6)
				<u>T-Bill Average Weekly Rate 3/</u> (4)	<u>Excess Return In Railroad Stock Portfolio 4/</u> (5)	
87	9/8/2003	0 40%	-0 27%	0 01838%	0 003831	-0 002886
88	9/15/2003	0 38%	1 73%	0 01818%	0 003576	0 017165
89	9/22/2003	-4 52%	-3 81%	0 01799%	-0 045354	-0 038248
90	9/29/2003	2 46%	3 31%	0 01818%	0 024421	0 032922
91	10/6/2003	-1 07%	0 80%	0 01761%	-0 010882	0 007796
92	10/13/2003	2 10%	0 12%	0 01780%	0 020843	0 001036
93	10/20/2003	-1 84%	-1 00%	0 01818%	-0 018593	-0 010198
94	10/27/2003	4 74%	2 12%	0 01838%	0 047257	0 021004
95	11/3/2003	3 90%	0 24%	0 01838%	0 038816	0 002196
96	11/10/2003	0 08%	-0 27%	0 01818%	0 000631	-0 002897
97	11/17/2003	-1 70%	-1 43%	0 01818%	-0 017218	-0 014529
98	11/24/2003	1 56%	2 21%	0 01818%	0 015415	0 021957
99	12/1/2003	2 71%	0 31%	0 01799%	0 026944	0 002939
100	12/8/2003	3 57%	1 19%	0 01761%	0 035527	0 011732
101	12/15/2003	1 01%	1 35%	0 01723%	0 009968	0 013345
102	12/22/2003	0 42%	0 66%	0 01704%	0 004034	0 006471
103	12/29/2003	0 78%	1 15%	0 01780%	0 007667	0 011310
104	1/5/2004	-2 68%	1 21%	0 01723%	-0 026976	0 011898
105	1/12/2004	-0 66%	1 60%	0 01704%	-0 006816	0 015848
106	1/20/2004	1 13%	0 15%	0 01704%	0 011105	0 001339
107	1/26/2004	-3 69%	-0 91%	0 01761%	-0 037095	-0 009304
108	2/2/2004	0 74%	1 03%	0 01799%	0 007173	0 010102
109	2/9/2004	-0 15%	0 27%	0 01780%	-0 001676	0 002491
110	2/17/2004	-0 71%	-0 15%	0 01799%	-0 007299	-0 001664
111	2/23/2004	-0 27%	0 07%	0 01838%	-0 002870	0 000542
112	3/1/2004	-2 33%	1 04%	0 01838%	-0 023473	0 010227
113	3/8/2004	-0 22%	-3 14%	0 01838%	-0 002420	-0 031553
114	3/15/2004	-1 90%	-0 96%	0 01799%	-0 019188	-0 009809
115	3/22/2004	1 07%	-0 15%	0 01799%	0 010496	-0 001730
116	3/29/2004	0 80%	3 05%	0 01818%	0 007863	0 030277
117	4/5/2004	-1 98%	-0 22%	0 01799%	-0 020009	-0 002361
118	4/12/2004	0 61%	-0 41%	0 01799%	0 005928	-0 004314
119	4/19/2004	5 14%	0 53%	0 01857%	0 051201	0 005094
120	4/26/2004	-1 90%	-2 92%	0 01876%	-0 019171	-0 029383
121	5/3/2004	-1 41%	-0 78%	0 01933%	-0 014269	-0 007960
122	5/10/2004	0 93%	-0 27%	0 01971%	0 009146	-0 002928
123	5/17/2004	-1 50%	-0 20%	0 01990%	-0 015173	-0 002152
124	5/24/2004	2 79%	2 48%	0 02047%	0 027688	0 024595
125	6/1/2004	2 02%	0 16%	0 02256%	0 019949	0 001398
126	6/7/2004	0 09%	1 24%	0 02427%	0 000655	0 012203
127	6/14/2004	-0 49%	-0 13%	0 02522%	-0 005188	-0 001528
128	6/21/2004	2 39%	-0 05%	0 02503%	0 023610	-0 000770
129	6/28/2004	-1 61%	-0 80%	0 02522%	-0 016335	-0 008230

**Excess Returns On S&P 500 And Railroad Portfolio Over 3-Month T-Bills**

<u>Week</u>	<u>Weekly Change In Railroad Stock Portfolio 1/</u>	<u>Change In S&amp;P 500 Price Return Index 2/</u>	3-Month		<u>Excess Return In Railroad Stock Portfolio 4/</u>	<u>Excess Return On S&amp;P 500 Price Return Index 5/</u>
			<u>Average Weekly Rate 3/</u>	<u>T-Bill</u>		
(1)	(2)	(3)	(4)	(5)	(6)	
130	7/6/2004	0.56%	-1.12%	0.02484%	0.005396	-0.011418
131	7/12/2004	-0.35%	-1.03%	0.02560%	-0.003728	-0.010518
132	7/19/2004	-2.07%	-1.38%	0.02598%	-0.020978	-0.014051
133	7/26/2004	2.89%	1.43%	0.02769%	0.028669	0.014011
134	8/2/2004	-2.63%	-3.43%	0.02826%	-0.026616	-0.034547
135	8/9/2004	0.77%	0.08%	0.02788%	0.007428	0.000501
136	8/16/2004	2.52%	3.15%	0.02845%	0.024963	0.031224
137	8/23/2004	1.20%	0.86%	0.02958%	0.011659	0.008281
138	8/30/2004	2.41%	0.53%	0.03072%	0.023787	0.004983
139	9/7/2004	1.85%	0.92%	0.03148%	0.018163	0.008925
140	9/13/2004	1.19%	0.41%	0.03186%	0.011590	0.003801
141	9/20/2004	0.38%	-1.63%	0.03280%	0.003468	-0.016668
142	9/27/2004	1.29%	1.93%	0.03280%	0.012567	0.018940
143	10/4/2004	3.28%	-0.83%	0.03261%	0.032461	-0.008598
144	10/11/2004	-0.71%	-1.24%	0.03318%	-0.007478	-0.012754
145	10/18/2004	2.14%	-1.12%	0.03488%	0.021082	-0.011592
146	10/25/2004	3.47%	3.14%	0.03639%	0.034330	0.031085
147	11/1/2004	3.32%	3.18%	0.03790%	0.032801	0.031447
148	11/8/2004	0.76%	1.54%	0.03960%	0.007230	0.015039
149	11/15/2004	-2.21%	-1.17%	0.04054%	-0.022532	-0.012084
150	11/22/2004	1.64%	1.05%	0.04186%	0.016002	0.010100
151	11/29/2004	2.39%	0.72%	0.04223%	0.023450	0.006782
152	12/6/2004	-1.95%	-0.27%	0.04280%	-0.019963	-0.003089
153	12/13/2004	1.01%	0.52%	0.04205%	0.009648	0.004798
154	12/20/2004	3.56%	1.33%	0.04186%	0.035140	0.012921
155	12/27/2004	0.76%	0.15%	0.04242%	0.007143	0.001055
156	1/3/2005	-2.79%	-2.12%	0.04412%	-0.028367	-0.021672
157	1/10/2005	-1.01%	-0.14%	0.04468%	-0.010527	-0.001855
158	1/18/2005	-1.79%	-1.41%	0.04506%	-0.018370	-0.014507
159	1/24/2005	-0.16%	0.30%	0.04581%	-0.002022	0.002530
160	1/31/2005	1.43%	2.70%	0.04750%	0.013821	0.026562
161	2/7/2005	1.00%	0.19%	0.04768%	0.009499	0.001410
162	2/14/2005	2.72%	-0.31%	0.04919%	0.026739	-0.003570
163	2/21/2005	2.52%	0.81%	0.05106%	0.024679	0.007629
164	2/28/2005	2.15%	0.89%	0.05218%	0.020985	0.008352
165	3/7/2005	1.61%	-1.80%	0.05237%	0.015530	-0.018558
166	3/14/2005	1.21%	-0.87%	0.05312%	0.011550	-0.009222
167	3/21/2005	1.74%	-1.53%	0.05406%	0.016908	-0.015864
168	3/28/2005	-2.65%	0.13%	0.05349%	-0.027061	0.000746
169	4/4/2005	-2.31%	0.71%	0.05275%	-0.023597	0.006532
170	4/11/2005	-9.23%	-3.27%	0.05256%	-0.092862	-0.033187
171	4/18/2005	3.96%	0.83%	0.05499%	0.039004	0.007764
172	4/25/2005	-1.42%	0.41%	0.05499%	-0.014796	0.003556

**Excess Returns On S&P 500 And Railroad Portfolio Over 3-Month T-Bills**

<u>Week</u>  (1)	<u>Weekly Change In Railroad Stock Portfolio 1/</u>  (2)	<u>Weekly Change In S&amp;P 500 Price Return Index 2/</u>  (3)	<u>3-Month</u>		<u>Excess Return In Railroad Stock Portfolio 4/</u>  (5)	<u>Excess Return On S&amp;P 500 Price Return Index 5/</u>  (6)
			<u>T-Bill Average Weekly Rate 3/</u>  (4)	<u>Excess Return In Railroad Stock Portfolio 4/</u>  (5)		
173	5/2/2005	3 18%	1 25%	0 05462%	0 031226	0 011988
174	5/9/2005	-5 16%	-1 48%	0 05462%	-0 052098	-0 015315
175	5/16/2005	6 44%	3 05%	0 05462%	0 063887	0 029981
176	5/23/2005	-0 93%	0 80%	0 05593%	-0 009822	0 007429
177	5/31/2005	0 72%	-0 23%	0 05667%	0 006596	-0 002869
178	6/6/2005	-2 47%	0 17%	0 05705%	-0 025299	0 001177
179	6/13/2005	4 53%	1 57%	0 05686%	0 044731	0 015165
180	6/20/2005	-6 18%	-2 09%	0 05779%	-0 062352	-0 021441
181	6/27/2005	2 43%	0 24%	0 05947%	0 023668	0 001814
182	7/5/2005	1 93%	1 46%	0 06022%	0 018675	0 013982
183	7/11/2005	0 46%	1 33%	0 06097%	0 004024	0 012643
184	7/18/2005	5 21%	0 47%	0 06302%	0 051441	0 004061
185	7/25/2005	3 59%	0 04%	0 06469%	0 035241	-0 000242
186	8/1/2005	-0 46%	-0 63%	0 06581%	-0 005289	-0 006946
187	8/8/2005	0 24%	0 32%	0 06655%	0 001771	0 002572
188	8/15/2005	-0 87%	-0 87%	0 06655%	-0 009376	-0 009346
189	8/22/2005	0 47%	-1 20%	0 06692%	0 004023	-0 012647
190	8/29/2005	-1 82%	1 07%	0 06636%	-0 018865	0 010057
191	9/6/2005	1 22%	1 93%	0 06618%	0 011510	0 018599
192	9/12/2005	1 34%	-0 29%	0 06562%	0 012737	-0 003532
193	9/19/2005	2 95%	-1 83%	0 06636%	0 028799	-0 018936
194	9/26/2005	3 52%	1 11%	0 06636%	0 034585	0 010461
195	10/3/2005	-1 47%	-2 68%	0 06822%	-0 015406	-0 027464
196	10/10/2005	-2 40%	-0 78%	0 07064%	-0 024722	-0 008508
197	10/17/2005	-1 13%	-0 59%	0 07286%	-0 012067	-0 006611
198	10/24/2005	2 97%	1 60%	0 07379%	0 029007	0 015217
199	10/31/2005	4 94%	1 81%	0 07471%	0 048692	0 017385
200	11/7/2005	0 67%	1 19%	0 07490%	0 005997	0 011200
201	11/14/2005	4 24%	1 10%	0 07564%	0 041646	0 010218
202	11/21/2005	0 18%	1 60%	0 07471%	0 001093	0 015259
203	11/28/2005	0 84%	-0 25%	0 07490%	0 007667	-0 003248
204	12/5/2005	-0 81%	-0 45%	0 07545%	-0 008896	-0 005268
205	12/12/2005	1 13%	0 63%	0 07379%	0 010524	0 005575
206	12/19/2005	4 28%	0 11%	0 07490%	0 042072	0 000308
207	12/27/2005	-0 11%	-1 61%	0 07564%	-0 001853	-0 016813
208	1/3/2006	-3 36%	2 98%	0 07897%	-0 034437	0 028979
209	1/9/2006	0 42%	0 17%	0 08081%	0 003429	0 000872
210	1/17/2006	3 96%	-2 03%	0 08210%	0 038783	-0 021107
211	1/23/2006	7 64%	1 76%	0 08321%	0 075548	0 016790
212	1/30/2006	-0 25%	-1 53%	0 08432%	-0 003328	-0 016181
213	2/6/2006	0 68%	0 23%	0 08468%	0 005931	0 001495
214	2/13/2006	1 74%	1 60%	0 08560%	0 016551	0 015127
215	2/21/2006	-0 13%	0 17%	0 08616%	-0 002206	0 000840

**Excess Returns On S&P 500 And Railroad Portfolio Over 3-Month T-Bills**

Week (1)	Weekly Change In Railroad Stock Portfolio 1/ (2)	Weekly Change In S&P 500 Price Return Index 2/ (3)	3-Month		Excess Return On S&P 500 Price Return Index 5/ (6)
			T-Bill Average Weekly Rate 3/ (4)	Excess Return In Railroad Stock Portfolio 4/ (5)	
216	2/27/2006	1.92%	-0.17%	0.08689%	-0.002575
217	3/6/2006	-3.20%	-0.45%	0.08652%	-0.005379
218	3/13/2006	6.18%	2.02%	0.08689%	0.019288
219	3/20/2006	-0.26%	-0.33%	0.08781%	-0.004167
220	3/27/2006	2.14%	-0.62%	0.08708%	-0.007072
221	4/3/2006	1.14%	0.05%	0.08800%	-0.000393
222	4/10/2006	0.09%	-0.49%	0.08836%	-0.005808
223	4/17/2006	3.68%	1.72%	0.08892%	0.016301
224	4/24/2006	-4.79%	-0.05%	0.08983%	-0.001409
225	5/1/2006	4.53%	1.16%	0.09057%	0.010654
226	5/8/2006	-2.69%	-2.60%	0.09130%	-0.026951
227	5/15/2006	-5.60%	-1.87%	0.09075%	-0.019657
228	5/22/2006	3.12%	1.04%	0.09075%	0.009455
229	5/30/2006	1.49%	0.63%	0.09094%	0.005387
230	6/5/2006	-8.59%	-2.79%	0.09130%	-0.028796
231	6/12/2006	4.83%	-0.06%	0.09185%	-0.001525
232	6/19/2006	0.19%	-0.56%	0.09259%	-0.006551
233	6/26/2006	4.48%	2.07%	0.09424%	0.019708
234	7/3/2006	-3.75%	-0.37%	0.09442%	-0.004660
235	7/10/2006	-4.06%	-2.31%	0.09497%	-0.041527
236	7/17/2006	-4.85%	0.33%	0.09589%	0.002350
237	7/24/2006	-1.08%	3.08%	0.09570%	0.029891
238	7/31/2006	-0.83%	0.06%	0.09570%	-0.000324
239	8/7/2006	-4.90%	-0.99%	0.09534%	-0.010818
240	8/14/2006	6.09%	2.81%	0.09570%	0.027115
241	8/21/2006	-3.66%	-0.55%	0.09570%	-0.006493
242	8/28/2006	1.09%	1.23%	0.09497%	0.011343
243	9/5/2006	-1.43%	-0.92%	0.09332%	-0.010155
244	9/11/2006	4.88%	1.60%	0.09259%	0.015041
245	9/18/2006	-1.87%	-0.37%	0.09259%	-0.004624
246	9/25/2006	6.25%	1.60%	0.09167%	0.015109
247	10/2/2006	2.59%	1.03%	0.09240%	0.009362
248	10/9/2006	2.91%	1.19%	0.09442%	0.010933
249	10/16/2006	1.66%	0.22%	0.09552%	0.001227
250	10/23/2006	1.87%	0.64%	0.09607%	0.005425
251	10/30/2006	-1.80%	-0.95%	0.09534%	-0.010421
252	11/6/2006	1.53%	1.22%	0.09552%	0.011212
253	11/13/2006	-1.11%	1.47%	0.09552%	0.013745
254	11/20/2006	-0.59%	-0.02%	0.09497%	-0.006882
255	11/27/2006	-1.28%	-0.30%	0.09460%	-0.013793
256	12/4/2006	2.37%	0.94%	0.09369%	0.008464
257	12/11/2006	-0.39%	1.22%	0.09259%	0.011310
258	12/18/2006	-3.77%	-1.14%	0.09332%	-0.012376

**Excess Returns On S&P 500 And Railroad Portfolio Over 3-Month T-Bills**

<u>Week</u>	12/26/2006	1 82%	0 53%	3-Month		Excess Return On S&P 500 Price Return Index 5/
				Weekly Change In Stock Portfolio 1/	Change In S&P 500 Price Return Index 2/	
(1)	(2)	(3)	(4)	(5)	(6)	
259	12/26/2006	1 82%	0 53%	0 09387%	0 017250	0 004406
260	1/1/07	-1 60%	-0 61%	0 09479%	-0 016964	-0 007004
261	1/8/07	1 82%	1 49%	0 09552%	0 017207	0 013956
262	1/15/07	4 76%	-0 02%	0 09607%	0 046608	-0 001121
263	1/22/07	-2 74%	-0 58%	0 09625%	-0 028391	-0 006779
264	1/29/07	6 36%	1 84%	0 09625%	0 062652	0 017467
265	2/5/07	-2 89%	-0 71%	0 09662%	-0 029852	-0 008098
266	2/12/07	4 70%	1 22%	0 09699%	0 046020	0 011185
267	2/19/07	0 90%	-0 30%	0 09735%	0 007982	-0 003962
268	2/26/07	-7 79%	-4 41%	0 09662%	-0 078832	-0 045082
269	3/5/07	2 82%	1 13%	0 09589%	0 027259	0 010338
270	3/12/07	1 85%	-1 13%	0 09515%	0 017540	-0 012279
271	3/19/07	4 43%	3 54%	0 09497%	0 043349	0 034495
272	3/26/07	-2 84%	-1 06%	0 09497%	-0 029390	-0 011569
273	4/2/07	1 94%	1 61%	0 09479%	0 018436	0 015169
274	4/9/07	6 74%	0 63%	0 09442%	0 066448	0 005352
275	4/16/07	5 10%	2 17%	0 09387%	0 050091	0 020743
276	4/23/07	-3 50%	0 65%	0 09332%	-0 035941	0 005615
277	4/30/07	1 91%	0 77%	0 09204%	0 018205	0 006810
278	5/7/07	0 13%	0 02%	0 09167%	0 000396	-0 000764
279	5/14/07	3 84%	1 12%	0 09057%	0 037532	0 010317
280	5/21/07	-2 42%	-0 46%	0 09204%	-0 025084	-0 005530
281	5/28/07	3 06%	1 36%	0 09057%	0 029730	0 012692
282	6/4/07	-4 75%	-1 87%	0 09020%	-0 048412	-0 019563
283	6/11/07	1 18%	1 67%	0 08763%	0 010927	0 015865
284	6/18/07	-2 65%	-1 98%	0 08818%	-0 027382	-0 020681
285	6/25/07	-0 99%	0 05%	0 09020%	-0 010787	-0 000376
286	7/2/07	2 13%	1 80%	0 09295%	0 020321	0 017090
287	7/9/07	3 16%	1 44%	0 09314%	0 030707	0 013483
288	7/16/07	3 23%	-1 19%	0 09332%	0 031401	-0 012785
289	7/23/07	-7 41%	-4 90%	0 09314%	-0 075031	-0 049918
290	7/30/07	-2 88%	-1 77%	0 09222%	-0 029701	-0 018668
291	8/6/07	1 48%	1 44%	0 09075%	0 013864	0 013453
292	8/13/07	-5 72%	-0 53%	0 07970%	-0 057994	-0 006094
293	8/20/07	2 76%	2 31%	0 06989%	0 026871	0 022421
294	8/27/07	-0 55%	-0 36%	0 07860%	-0 006236	-0 004423
295	9/3/07	-1 96%	-1 39%	0 08100%	-0 020393	-0 014677
296	9/10/07	1 05%	2 11%	0 07619%	0 009735	0 020359
297	9/17/07	1 20%	2 80%	0 07397%	0 011245	0 027221
298	9/24/07	1 34%	0 07%	0 07138%	0 012687	-0 000058
299	10/1/07	4 16%	2 02%	0 07471%	0 040894	0 019453
300	10/8/07	-0 86%	0 27%	0 07749%	-0 009387	0 001928
301	10/15/07	0 64%	-3 92%	0 07619%	0 005667	-0 039928

**Excess Returns On S&P 500 And Railroad Portfolio Over 3-Month T-Bills**

<u>Week</u>	<u>Stock Portfolio 1/</u> (1)	<u>Weekly Change In Railroad Stock Portfolio 1/</u> (2)	<u>Weekly Change In S&amp;P 500 Price Return Index 2/</u> (3)	<u>3-Month</u>		<u>Excess Return On S&amp;P 500 Price Return Index 5/</u> (6)
				<u>T-Bill Average Weekly Rate 3/</u> (4)	<u>Excess Return In Railroad Stock Portfolio 4/</u> (5)	
302	10/22/07	2.28%	2.31%	0.07453%	0.022037	0.022345
303	10/29/07	-0.61%	-1.67%	0.07305%	-0.006826	-0.017424
304	11/5/07	-1.23%	-3.71%	0.06655%	-0.012959	-0.037727
305	11/12/07	0.74%	0.35%	0.06432%	0.006767	0.002824
306	11/19/07	-2.79%	-1.24%	0.06134%	-0.028491	-0.012980
307	11/26/07	1.91%	2.81%	0.05873%	0.018531	0.027482
308	12/3/07	5.09%	1.59%	0.05835%	0.050361	0.015296
309	12/10/07	-3.11%	-2.44%	0.05536%	-0.031649	-0.024951
310	12/17/07	-1.44%	1.12%	0.05667%	-0.014962	0.010680
311	12/24/07	0.96%	-0.40%	0.06152%	0.008983	-0.004637

1/ Source Exhibit No 4, Column (6)

2/ Source Exhibit No 5, Column (3)

3/ Source Exhibit No 5, Column (5)

4/ Column (2) - Column (4)

5/ Column (3) - Column (4)

### OLS Regression Results

	(1)	(2)	(3)	(4)	(5)	(6)	(7)
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#### Week of 1/1/2007

<i>Regression Statistics</i>	
1	Multiple R
2	0 570876298
3	R Square
4	0 325899747
5	Adjusted R Square
6	0 323286956
7	Standard Error
8	0 02340884
9	Observations
10	260

#### **ANOVA**

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
6	Regression	1	0 06835008	0 06835008	124 7323887
7	Residual	258	0 141377238	0 000547974	
8	Total	259	0 209727318		

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
9	Intercept	0 002617173	0 001452293	1 802096621	0 072697361	-0 000242685 0 005477031
10	Beta	0 852295302	0 076313342	11 16836554	6 93805E-24	0 70201895 1 002571654

#### Week of 1/8/2007

<i>Regression Statistics</i>	
11	Multiple R
12	0 571801983
13	R Square
14	0 326957507
15	Adjusted R Square
16	0 324348816
17	Standard Error
18	0 023400718
19	Observations
20	260

#### **ANOVA**

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
16	Regression	1	0 068632041	0 068632041	125 3338947
17	Residual	258	0 141279154	0 000547594	
18	Total	259	0 209911194		

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
19	Intercept	0 002586798	0 001452057	1 781471562	0 07601172	-0 000272595 0 00544619
20	Beta	0 85449189	0 076326206	11 19526215	5 6568E-24	0 704190206 1 004793573

### OLS Regression Results

(1)	(2)	(3)	(4)	(5)	(6)	(7)
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#### Week of 1/15/2007

<i>Regression Statistics</i>	
21	Multiple R 0 573391737
22	R Square 0 328778084
23	Adjusted R Square 0 326176449
24	Standard Error 0 023200418
25	Observations 260

#### **ANOVA**

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
26	Regression 1	0 068021788	0 068021788	126 3736237	3 97779E-24
27	Residual 258	0 138870919	0 000538259		
28	Total 259	0 206892707			

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
29	Intercept 0 00250614	0 001439572	1 740892518	0 082894522	-0 000328667	0 005340947
30	Beta 0 850747037	0 07567845	11 24160236	3 97779E-24	0 701720917	0 999773157

#### Week of 1/22/2007

<i>Regression Statistics</i>	
31	Multiple R 0 574609328
32	R Square 0 330175879
33	Adjusted R Square 0 327579662
34	Standard Error 0 023227361
35	Observations 260

#### **ANOVA**

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
36	Regression 1	0 068612623	0 068612623	127 175738	3 03356E-24
37	Residual 258	0 139193663	0 00053951		
38	Total 259	0 207806286			

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
39	Intercept 0 002340358	0 001441276	1 623809779	0 105637517	-0 000497805	0 00517852
40	Beta 0 854708474	0 075790693	11 27722209	3 03356E-24	0 705461325	1 003955624

### OLS Regression Results

(1)	(2)	(3)	(4)	(5)	(6)	(7)
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#### Week of 1/29/2007

<i>Regression Statistics</i>	
41 Multiple R	0 572854921
42 R Square	0 328162761
43 Adjusted R Square	0 32555874
44 Standard Error	0 023352617
45 Observations	260

#### **ANOVA**

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
46 Regression	1	0 068725207	0 068725207	126 0215827	4 481E-24
47 Residual	258	0 140698942	0 000545345		
48 Total	259	0 209424149			

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
49 Intercept	0 002602299	0 001449495	1 795313848	0 073773938	-0 000252049	0 005456648
50 Beta	0 856797095	0 076323015	11 22593349	4 481E-24	0 706501695	1 007092496

#### Week of 2/5/2007

<i>Regression Statistics</i>	
51 Multiple R	0 573787769
52 R Square	0 329232403
53 Adjusted R Square	0 326632529
54 Standard Error	0 023391032
55 Observations	260

#### **ANOVA**

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
56 Regression	1	0 069286554	0 069286554	126 6339646	3 64264E-24
57 Residual	258	0 141162215	0 00054714		
58 Total	259	0 210448769			

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
59 Intercept	0 002554254	0 001451704	1 759486389	0 079680131	-0 000304444	0 005412952
60 Beta	0 860104465	0 076432154	11 25317576	3 64264E-24	0 709594148	1 010614781

### OLS Regression Results

(1)	(2)	(3)	(4)	(5)	(6)	(7)
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#### Week of 2/12/2007

<i>Regression Statistics</i>	
61	Multiple R 0 575157832
62	R Square 0 330806532
63	Adjusted R Square 0 328212759
64	Standard Error 0 02346404
65	Observations 260

#### **ANOVA**

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
66	Regression 1	0 070217875	0 070217875	127 5387301	2 68395E-24
67	Residual 258	0 142044786	0 000550561		
68	Total 259	0 212262661			

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
69	Intercept 0 002617578	0 00145653	1 797132735	0 073483962	-0 000250623	0 005485779
70	Beta 0 866282812	0 076707646	11 29330466	2 68395E-24	0 715229997	1 017335627

#### Week of 2/19/2007

<i>Regression Statistics</i>	
71	Multiple R 0 566895804
72	R Square 0 321370853
73	Adjusted R Square 0 318740507
74	Standard Error 0 023332772
75	Observations 260

#### **ANOVA**

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
76	Regression 1	0 066516038	0 066516038	122 1781886	1 65707E-23
77	Residual 258	0 140459913	0 000544418		
78	Total 259	0 20697595			

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
79	Intercept 0 002507092	0 001447915	1 731518552	0 08455467	-0 000344145	0 005358328
80	Beta 0 849413483	0 076846185	11 05342429	1 65707E-23	0 698087858	1 000739109

### OLS Regression Results

(1)	(2)	(3)	(4)	(5)	(6)	(7)
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#### Week of 2/26/2007

<i>Regression Statistics</i>	
81 Multiple R	0 581518862
82 R Square	0 338164187
83 Adjusted R Square	0 335598932
84 Standard Error	0 023409777
85 Observations	260

#### ANOVA

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
86 Regression	1	0 072242308	0 072242308	131 8247796	6 37851E-25
87 Residual	258	0 141388558	0 000548018		
88 Total	259	0 213630867			

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
89 Intercept	0 002442042	0 001452094	1 681737796	0 093829662	-0 000417424	0 005301508
90 Beta	0 879038071	0 076561275	11 48149727	6 37851E-25	0 72827349	1 029802653

#### Week of 3/5/2007

<i>Regression Statistics</i>	
91 Multiple R	0 582409463
92 R Square	0 339200782
93 Adjusted R Square	0 336639545
94 Standard Error	0 023415414
95 Observations	260

#### ANOVA

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
96 Regression	1	0 072612388	0 072612388	132 4362975	5 20299E-25
97 Residual	258	0 141456658	0 000548282		
98 Total	259	0 214069045			

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
99 Intercept	0 002552808	0 001452499	1 757528493	0 080013725	-0 000307455	0 00541307
100 Beta	0 880824176	0 076539516	11 50809704	5 20299E-25	0 730102442	1 031545909

### OLS Regression Results

(1)	(2)	(3)	(4)	(5)	(6)	(7)
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#### Week of 3/12/2007

<i>Regression Statistics</i>	
101	Multiple R 0 579665995
102	R Square 0 336012666
103	Adjusted R Square 0 333439072
104	Standard Error 0 023469808
105	Observations 260

#### **ANOVA**

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
106	Regression 1	0 071917511	0 071917511	130 561629	9 72533E-25
107	Residual 258	0 142114632	0 000550832		
108	Total 259	0 214032143			

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
109	Intercept 0 002660839	0 001455893	1 827634005	0 068759426	-0 000206107	0 005527786
110	Beta 0 877005336	0 07675284	11 42635677	9 72533E-25	0 725863524	1 028147148

#### Week of 3/19/2007

<i>Regression Statistics</i>	
111	Multiple R 0 583833248
112	R Square 0 340861261
113	Adjusted R Square 0 33830646
114	Standard Error 0 023466374
115	Observations 260

#### **ANOVA**

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
116	Regression 1	0 073470418	0 073470418	133 419871	3 75197E-25
117	Residual 258	0 142073048	0 000550671		
118	Total 259	0 215543465			

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
119	Intercept 0 002651798	0 001455946	1 821357377	0 069710578	-0 000215253	0 005518849
120	Beta 0 881010501	0 076273	11 55075197	3 75197E-25	0 730813592	1 03120741

### OLS Regression Results

(1)	(2)	(3)	(4)	(5)	(6)	(7)
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#### Week of 3/26/2007

<i>Regression Statistics</i>	
121	Multiple R                    0 581744119
122	R Square                    0 33842622
123	Adjusted R Square            0 33586198
124	Standard Error              0 02341659
125	Observations                260

#### **ANOVA**

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
126	Regression	1	0 072369025	0 072369025	131 9791795
127	Residual	258	0 141470864	0 000548337	
128	Total	259	0 213839889		

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
129	Intercept	0 002696951	0 001452951	1 856188694	0 064566721	-0 000164202
130	Beta	0 876024627	0 076254171	11 48821916	6 05856E-25	0 725864796

#### Week of 4/2/2007

<i>Regression Statistics</i>	
131	Multiple R                    0 585540978
132	R Square                    0 342858237
133	Adjusted R Square            0 340311176
134	Standard Error              0 023317643
135	Observations                260

#### **ANOVA**

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
136	Regression	1	0 07318878	0 07318878	134 6093495
137	Residual	258	0 140277813	0 000543712	
138	Total	259	0 213466593		

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
139	Intercept	0 002570334	0 001447068	1 776235677	0 076872554	-0 000279235
140	Beta	0 880596088	0 075899539	11 60212694	2 52945E-25	0 731134598

### OLS Regression Results

	(1)	(2)	(3)	(4)	(5)	(6)	(7)
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#### Week of 4/9/2007

<i>Regression Statistics</i>	
141	Multiple R                    0 586608828
142	R Square                      0 344109917
143	Adjusted R Square            0 341567707
144	Standard Error                0 02345545
145	Observations                  260

#### *ANOVA*

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
146	Regression                    1	0 074468634	0 074468634	135 3585925	1 97442E-25
147	Residual                     258	0 141940804	0 000550158		
148	Total                        259	0 216409438			

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
149	Intercept                    0 002955182	0 001455547	2 030289853	0 04335292	8 89169E-05	0 005821448
150	Beta                        0 888807787	0 076395	11 63437117	1 97442E-25	0 738370635	1 03924494

#### Week of 4/16/2007

<i>Regression Statistics</i>	
151	Multiple R                    0 586854729
152	R Square                      0 344398473
153	Adjusted R Square            0 341857381
154	Standard Error                0 023515841
155	Observations                  260

#### *ANOVA*

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
156	Regression                    1	0 074948334	0 074948334	135 531725	1 8647E-25
157	Residual                     258	0 142672649	0 000552995		
158	Total                        259	0 217620984			

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
159	Intercept                    0 003021519	0 001460116	2 069369648	0 039507081	0 000146257	0 005896781
160	Beta                        0 899262319	0 077244206	11 64180935	1 8647E-25	0 747152909	1 051371729

### OLS Regression Results

(1)	(2)	(3)	(4)	(5)	(6)	(7)
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#### Week of 4/23/2007

<i>Regression Statistics</i>	
161	Multiple R                    0 583795825
162	R Square                      0 340817565
163	Adjusted R Square            0 338262594
164	Standard Error                0 023660445
165	Observations                  260

#### *ANOVA*

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
166	Regression                    1	0 074676139	0 074676139	133 3939241	3 78443E-25
167	Residual                     258	0 144432695	0 000559817		
168	Total                        259	0 219108834			

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
169	Intercept                    0 002804516	0 001469222	1 908844639	0 057391655	-8 86777E-05	0 00569771
170	Beta                        0 897597668	0 077716582	11 54962874	3 78443E-25	0 744558055	1 050637282

#### Week of 4/30/2007

<i>Regression Statistics</i>	
171	Multiple R                    0 58273203
172	R Square                      0 339576619
173	Adjusted R Square            0 337016838
174	Standard Error                0 023663084
175	Observations                  260

#### *ANOVA*

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
176	Regression                    1	0 074280999	0 074280999	132 6584887	4 8322E-25
177	Residual                     258	0 144464919	0 000559942		
178	Total                        259	0 218745918			

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
179	Intercept                    0 002869132	0 001469777	1 952086432	0 052009616	-2 51554E-05	0 00576342
180	Beta                        0 896715816	0 077855143	11 51774669	4 8322E-25	0 743403348	1 050028285

### OLS Regression Results

(1)	(2)	(3)	(4)	(5)	(6)	(7)
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#### Week of 5/7/2007

<i>Regression Statistics</i>	
181	Multiple R                    0 579919953
182	R Square                      0 336307152
183	Adjusted R Square            0 333734699
184	Standard Error                0 023657661
185	Observations                  260

#### ANOVA

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
186	Regression                    1	0 073169868	0 073169868	130 7340368	9 18048E-25
187	Residual                     258	0 144398707	0 000559685		
188	Total                        259	0 217568575			

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
189	Intercept                    0 002890108	0 001468734	1 967753611	0 050167416	-2 12664E-06	0 005782342
190	Beta                        0 901099113	0 078809437	11 43389858	9 18048E-25	0 745907447	1 056290779

#### Week of 5/14/2007

<i>Regression Statistics</i>	
191	Multiple R                    0 57891836
192	R Square                      0 335146467
193	Adjusted R Square            0 332569516
194	Standard Error                0 023708219
195	Observations                  260

#### ANOVA

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
196	Regression                    1	0 073101489	0 073101489	130 0553946	1 1521E-24
197	Residual                     258	0 145016547	0 00056208		
198	Total                        259	0 218118037			

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
199	Intercept                    0 003003677	0 001472348	2 040059081	0 042362864	0 000104327	0 005903027
200	Beta                        0 902623218	0 079148432	11 40418321	1 1521E-24	0 746764003	1 058482433

### OLS Regression Results

	(1)	(2)	(3)	(4)	(5)	(6)	(7)
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#### Week of 5/21/2007

<i>Regression Statistics</i>	
201	Multiple R
202	0 579849658
202	R Square
203	0 336225626
203	Adjusted R Square
204	0 333652857
204	Standard Error
205	0 023734302
205	Observations
	260

#### ANOVA

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
206	Regression	1	0 073617824	0 073617824	130 6862915
207	Residual	258	0 145335814	0 000563317	
208	Total	259	0 218953638		

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
209	Intercept	0 002855064	0 00147414	1 936766339	0 053865716	-4 7814E-05
210	Beta	0 907003705	0 079340338	11 43181051	9 32821E-25	0 75076659

#### Week of 5/28/2007

<i>Regression Statistics</i>	
211	Multiple R
212	0 588228975
212	R Square
213	0 346013327
213	Adjusted R Square
214	0 343478495
214	Standard Error
215	0 023590179
215	Observations
	260

#### ANOVA

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
216	Regression	1	0 075963699	0 075963699	136 5034521
217	Residual	258	0 143576108	0 000556497	
218	Total	259	0 219539807		

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
219	Intercept	0 00271839	0 001466145	1 854106929	0 064865043	-0 000168745
220	Beta	0 928386478	0 079461542	11 68346918	1 35347E-25	0 771910686

### OLS Regression Results

(1)	(2)	(3)	(4)	(5)	(6)	(7)
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#### Week of 6/4/2007

<i>Regression Statistics</i>	
221	Multiple R                    0 592051806
222	R Square                      0 350525341
223	Adjusted R Square            0 348007997
224	Standard Error                0 023653517
225	Observations                 260

#### **ANOVA**

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
226	Regression	1	0 077905547	0 077905547	139 2441364    5 50596E-26
227	Residual	258	0 144348133	0 000559489	
228	Total	259	0 22225368		

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
229	Intercept	0 002511387	0 001470092	1 70831971	0 08877977	-0 00038352 0 005406295
230	Beta	0 940286606	0 079684122	11 80017527	5 50596E-26	0 78337251 1 097200702

#### Week of 6/11/2007

<i>Regression Statistics</i>	
231	Multiple R                    0 597890513
232	R Square                      0 357473065
233	Adjusted R Square            0 354982651
234	Standard Error                0 023493497
235	Observations                 260

#### **ANOVA**

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
236	Regression	1	0 079225871	0 079225871	143 5395869    1 36181E-26
237	Residual	258	0 142401655	0 000551944	
238	Total	259	0 221627526		

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
239	Intercept	0 002303706	0 001460874	1 576937501	0 116035232	-0 000573048 0 005180461
240	Beta	0 949145038	0 07922217	11 98080076	1 36181E-26	0 793140618 1 105149458

### OLS Regression Results

(1)	(2)	(3)	(4)	(5)	(6)	(7)
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#### Week of 6/18/2007

<i>Regression Statistics</i>	
241	Multiple R 0.599871263
242	R Square 0.359845532
243	Adjusted R Square 0.357364314
244	Standard Error 0.023499555
245	Observations 260

#### ANOVA

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
246	Regression 1	0.08008853	0.08008853	145.027727	8.42297E-27
247	Residual 258	0.142475106	0.000552229		
248	Total 259	0.222563636			

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
249	Intercept 0.002242123	0.001460779	1.53488114	0.126038399	-0.000634446	0.005118692
250	Beta 0.951692396	0.079026196	12.04274583	8.42297E-27	0.796073888	1.107310904

#### Week of 6/25/2007

<i>Regression Statistics</i>	
251	Multiple R 0.600083233
252	R Square 0.360099887
253	Adjusted R Square 0.357619654
254	Standard Error 0.02350017
255	Observations 260

#### ANOVA

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
256	Regression 1	0.08018119	0.08018119	145.1879268	7.99927E-27
257	Residual 258	0.142482556	0.000552258		
258	Total 259	0.222663745			

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
259	Intercept 0.002145455	0.001460833	1.468651935	0.143145397	-0.000731219	0.00502213
260	Beta 0.952259028	0.079029611	12.04939529	7.99927E-27	0.796633794	1.107884261

### OLS Regression Results

(1)	(2)	(3)	(4)	(5)	(6)	(7)
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#### Week of 7/2/2007

<u>Regression Statistics</u>	
261	Multiple R
	0 585479921
262	R Square
	0 342786738
263	Adjusted R Square
	0 340239399
264	Standard Error
	0 023484853
265	Observations
	260

#### ANOVA

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
266	Regression	1	0 07421866	0 07421866	134 5666367
267	Residual	258	0 142296893	0 000551538	
268	Total	259	0 216515553		

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
269	Intercept	0 002221463	0 001462196	1 519264883	0 129920313	-0 000657895
270	Beta	0 941394025	0 081152656	11 60028606	2 56547E-25	0 781588089

#### Week of 7/9/2007

<u>Regression Statistics</u>	
271	Multiple R
	0 591409461
272	R Square
	0 34976515
273	Adjusted R Square
	0 34724486
274	Standard Error
	0 023336308
275	Observations
	260

#### ANOVA

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
276	Regression	1	0 075577111	0 075577111	138 7797177
277	Residual	258	0 140502481	0 000544583	
278	Total	259	0 216079592		

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
279	Intercept	0 002021893	0 001456534	1 388154167	0 166287584	-0 000846315
280	Beta	0 989713133	0 084012969	11 78048037	6 40959E-26	0 824274664

### OLS Regression Results

(1)	(2)	(3)	(4)	(5)	(6)	(7)
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#### Week of 7/16/2007

<i>Regression Statistics</i>	
281	Multiple R                    0 58644029
282	R Square                      0 343912214
283	Adjusted R Square            0 341369238
284	Standard Error                0 023481458
285	Observations                  260

#### ANOVA

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
286	Regression                    1	0 074568509	0 074568509	135 2400592	2 05327E-25
287	Residual                     258	0 142255745	0 000551379		
288	Total                        259	0 216824255			

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
289	Intercept                    0 002203063	0 001464906	1 503893618	0 133831875	-0 000681632	0 005087759
290	Beta                        0 981802347	0 084425062	11 62927596	2 05327E-25	0 815552384	1 148052311

#### Week of 7/23/2007

<i>Regression Statistics</i>	
291	Multiple R                    0 602436458
292	R Square                      0 362929685
293	Adjusted R Square            0 360460421
294	Standard Error                0 023436201
295	Observations                  260

#### ANOVA

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
296	Regression                    1	0 080728944	0 080728944	146 9788448	4 49867E-27
297	Residual                     258	0 141707928	0 000549256		
298	Total                        259	0 222436871			

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
299	Intercept                    0 002194892	0 001459802	1 503555267	0 133918996	-0 000679751	0 005069536
300	Beta                        1 005162596	0 08291038	12 12348319	4 49867E-27	0 841895347	1 168429844

### OLS Regression Results

(1)	(2)	(3)	(4)	(5)	(6)	(7)
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#### Week of 7/30/2007

<i>Regression Statistics</i>	
301	Multiple R                    0 593502667
302	R Square                      0 352245416
303	Adjusted R Square            0 349734739
304	Standard Error                0 023403165
305	Observations                  260

#### ANOVA

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
306	Regression                    1	0 076842901	0 076842901	140 298995	3 9014E-26
307	Residual                     258	0 141308699	0 000547708		
308	Total                        259	0 218151601			

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
309	Intercept                    0 002069717	0 001455959	1 421548379	0 156365043	-0 000797361	0 004936794
310	Beta                        0 993493514	0 083876009	11 84478767	3 9014E-26	0 828324747	1 15866228

#### Week of 8/6/2007

<i>Regression Statistics</i>	
311	Multiple R                    0 597142146
312	R Square                      0 356578743
313	Adjusted R Square            0 354084862
314	Standard Error                0 023324798
315	Observations                  260

#### ANOVA

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
316	Regression                    1	0 077788525	0 077788525	142 9814676	1 63145E-26
317	Residual                     258	0 140363921	0 000544046		
318	Total                        259	0 218152445			

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
319	Intercept                    0 002171022	0 001450889	1 496339517	0 135787471	-0 00068607	0 005028114
320	Beta                        1 001346847	0 083742257	11 95748584	1 63145E-26	0 836441466	1 166252228

### OLS Regression Results

(1)	(2)	(3)	(4)	(5)	(6)	(7)
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#### Week of 8/13/2007

<i>Regression Statistics</i>	
321	Multiple R 0.594864068
322	R Square 0.353863259
323	Adjusted R Square 0.351358853
324	Standard Error 0.023564852
325	Observations 260

#### ANOVA

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
326	Regression 1	0.078462143	0.078462143	141.2962847	2.81933E-26
327	Residual 258	0.143267976	0.000555302		
328	Total 259	0.221730119			

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
329	Intercept 0.001948624	0.001465364	1.329788319	0.184762483	-0.000936973	0.004834221
330	Beta 1.006161175	0.08464517	11.88681138	2.81933E-26	0.839477774	1.172844576

#### Week of 8/20/2007

<i>Regression Statistics</i>	
331	Multiple R 0.594362593
332	R Square 0.353266891
333	Adjusted R Square 0.350760174
334	Standard Error 0.023565253
335	Observations 260

#### ANOVA

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
336	Regression 1	0.078260345	0.078260345	140.9280843	3.17826E-26
337	Residual 258	0.143272855	0.000555321		
338	Total 259	0.221533199			

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
339	Intercept 0.001953304	0.001466669	1.331796116	0.184102553	-0.000934863	0.004841471
340	Beta 1.007092518	0.084834127	11.8713135	3.17826E-26	0.840037023	1.174148012

### OLS Regression Results

(1)	(2)	(3)	(4)	(5)	(6)	(7)
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#### Week of 8/27/2007

<i>Regression Statistics</i>	
341	Multiple R 0.590239962
342	R Square 0.348383213
343	Adjusted R Square 0.345857566
344	Standard Error 0.023498724
345	Observations 260

#### ANOVA

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
346	Regression 1	0.076168115	0.076168115	137.9382341	8.44525E-26
347	Residual 258	0.142465024	0.00055219		
348	Total 259	0.218633139			

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
349	Intercept 0.002063005	0.001463141	1.409983396	0.159748961	-0.000818215	0.004944224
350	Beta 0.997687649	0.084947825	11.7447109	8.44525E-26	0.83040826	1.164967038

#### Week of 9/3/2007

<i>Regression Statistics</i>	
351	Multiple R 0.591704733
352	R Square 0.350114491
353	Adjusted R Square 0.347595555
354	Standard Error 0.02349803
355	Observations 260

#### ANOVA

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
356	Regression 1	0.07674602	0.07674602	138.9930033	5.97738E-26
357	Residual 258	0.142456618	0.000552157		
358	Total 259	0.219202638			

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
359	Intercept 0.001997736	0.001462802	1.36569165	0.173225168	-0.000882815	0.004878287
360	Beta 1.000023791	0.084823046	11.78952939	5.97738E-26	0.832990118	1.167057464

### OLS Regression Results

(1)	(2)	(3)	(4)	(5)	(6)	(7)
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#### Week of 9/10/2007

<i>Regression Statistics</i>	
361	Multiple R 0 599959826
362	R Square 0 359951792
363	Adjusted R Square 0 357470985
364	Standard Error 0 023320443
365	Observations 260

#### **ANOVA**

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
366	Regression 1	0 078908712	0 078908712	145 0946372	8 24332E-27
367	Residual 258	0 14031151	0 000543843		
368	Total 259	0 219220222			

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
369	Intercept 0 001715082	0 001454147	1 179441674	0 239308797	-0 001148427	0 004578591
370	Beta 1 029839333	0 085495606	12 04552353	8 24332E-27	0 861481253	1 198197412

#### Week of 9/17/2007

<i>Regression Statistics</i>	
371	Multiple R 0 596428505
372	R Square 0 355726962
373	Adjusted R Square 0 35322978
374	Standard Error 0 023341619
375	Observations 260

#### **ANOVA**

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>t</i>	<i>Significance F</i>
376	Regression 1	0 077611932	0 077611932	142 4513378	1 93732E-26
377	Residual 258	0 140566447	0 000544831		
378	Total 259	0 218178379			

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
379	Intercept 0 001696345	0 001457215	1 164100765	0 245458532	-0 001173205	0 004565895
380	Beta 1 02071675	0 085520843	11 93529798	1 93732E-26	0 852308973	1 189124528

### OLS Regression Results

(1)	(2)	(3)	(4)	(5)	(6)	(7)
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#### Week of 9/24/2007

<i>Regression Statistics</i>	
381	Multiple R                    0 593424332
382	R Square                      0 352152438
383	Adjusted R Square            0 349641401
384	Standard Error                0 023351317
385	Observations                  260

#### **ANOVA**

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
386	Regression                    1	0 076471626	0 076471626	140 2418319	3 97483E-26
387	Residual                     258	0 140683271	0 000545284		
388	Total                        259	0 217154897			

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
389	Intercept                    0 001728765	0 001459269	1 184678505	0 237234736	-0 00114483	0 00460236
390	Beta                        1 021449429	0 086253769	11 84237442	3 97483E-26	0 851598373	1 191300485

#### Week of 10/1/2007

<i>Regression Statistics</i>	
391	Multiple R                    0 594270756
392	R Square                      0 353157731
393	Adjusted R Square            0 35065059
394	Standard Error                0 023364827
395	Observations                  260

#### **ANOVA**

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
396	Regression                    1	0 076898025	0 076898025	140 8607614	3 2487E-26
397	Residual                     258	0 140846111	0 000545915		
398	Total                        259	0 217744136			

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
399	Intercept                    0 001831352	0 001459363	1 254897913	0 210651355	-0 001042429	0 004705133
400	Beta                        1 034089693	0 087129093	11 86847764	3 2487E-26	0 862514948	1 205664438

### OLS Regression Results

(1)	(2)	(3)	(4)	(5)	(6)	(7)
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#### Week of 10/8/2007

<i>Regression Statistics</i>	
401	Multiple R                    0 605824198
402	R Square                      0 367022959
403	Adjusted R Square            0 36456956
404	Standard Error                0 023121476
405	Observations                  260

#### ANOVA

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
406	Regression	1	0 079975337	0 079975337	149 5977221
407	Residual	258	0 137927481	0 000534603	
408	Total	259	0 217902819		

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
409	Intercept	0 001910081	0 001442434	1 324206435	0 186606408	-0 000930363
410	Beta	1 078833166	0 088204715	12 23101476	1 94793E-27	0 905140306

#### Week of 10/15/2007

<i>Regression Statistics</i>	
411	Multiple R                    0 598491238
412	R Square                      0 358191761
413	Adjusted R Square            0 355704133
414	Standard Error                0 023282376
415	Observations                  260

#### ANOVA

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
416	Regression	1	0 078052104	0 078052104	143 9892306
417	Residual	258	0 139853813	0 000542069	
418	Total	259	0 217905918		

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
419	Intercept	0 002184782	0 001450421	1 506308927	0 133211249	-0 000671389
420	Beta	1 053878629	0 087826503	11 99955127	1 17758E-26	0 880930542

### OLS Regression Results

(1)	(2)	(3)	(4)	(5)	(6)	(7)
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#### Week of 10/22/2007

<i>Regression Statistics</i>	
421	Multiple R 0.599286538
422	R Square 0.359144355
423	Adjusted R Square 0.356660418
424	Standard Error 0.023275326
425	Observations 260

#### ANOVA

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
426	Regression 1	0.078328549	0.078328549	144.5867635	9.70982E-27
427	Residual 258	0.139769127	0.000541741		
428	Total 259	0.218097677			

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
429	Intercept 0.002134759	0.001450558	1.471681161	0.142325697	-0.000721682	0.004991201
430	Beta 1.052549396	0.087534291	12.02442362	9.70982E-27	0.880176735	1.224922058

#### Week of 10/29/2007

<i>Regression Statistics</i>	
431	Multiple R 0.599992256
432	R Square 0.359990708
433	Adjusted R Square 0.357510052
434	Standard Error 0.023264321
435	Observations 260

#### ANOVA

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
436	Regression 1	0.07854264	0.07854264	145.1191471	8.178481E-27
437	Residual 258	0.139636992	0.000541229		
438	Total 259	0.218179631			

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
439	Intercept 0.002114884	0.001449508	1.459035925	0.145771611	-0.000739489	0.004969258
440	Beta 1.051864078	0.08731669	12.04654088	8.17848F-27	0.879919917	1.22380824

### OLS Regression Results

(1)	(2)	(3)	(4)	(5)	(6)	(7)
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#### Week of 11/5/2007

<i>Regression Statistics</i>	
441	Multiple R
	0 604958403
442	R Square
	0 365974669
443	Adjusted R Square
	0 363517206
444	Standard Error
	0 023111062
445	Observations
	260

#### ANOVA

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
446	Regression	1	0 079543362	0 079543362	148 9238047
447	Residual	258	0 13780327	0 000534121	
448	Total	259	0 217346632		

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
449	Intercept	0 002402745	0 001438238	1 670617445	0 096009866	-0 000429435
450	Beta	1 048918041	0 085952694	12 20343413	2 41484E-27	0 879659862

#### Week of 11/12/2007

<i>Regression Statistics</i>	
451	Multiple R
	0 616198248
452	R Square
	0 37970028
453	Adjusted R Square
	0 377296018
454	Standard Error
	0 022771395
455	Observations
	260

#### ANOVA

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
456	Regression	1	0 081891403	0 081891403	157 9279649
457	Residual	258	0 133782398	0 000518536	
458	Total	259	0 215673801		

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
459	Intercept	0 002626351	0 001416609	1 853970729	0 064884601	-0 000163237
460	Beta	1 067591596	0 084952395	12 56693936	1 40898E-28	0 900303208

### OLS Regression Results

(1)	(2)	(3)	(4)	(5)	(6)	(7)
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#### Week of 11/19/2007

<i>Regression Statistics</i>	
461	Multiple R                    0 617495671
462	R Square                      0 381300904
463	Adjusted R Square            0 378902846
464	Standard Error                0 022796514
465	Observations                  260

#### **ANOVA**

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
466	Regression                    1	0 082631367	0 082631367	159 0040036	1 00753E-28
467	Residual                     258	0 13407771	0 000519681		
468	Total                        259	0 216709077			

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
469	Intercept                    0 002558903	0 001417688	1 804983561	0 07224308	-0 00023281	0 005350617
470	Beta                        1 071053592	0 084939006	12 60967897	1 007531E-28	0 903791571	1 238315613

#### Week of 11/26/2007

<i>Regression Statistics</i>	
471	Multiple R                0 627664513
472	R Square                0 393962741
473	Adjusted R Square        0 391613759
474	Standard Error        0 022533471
475	Observations        260

#### **ANOVA**

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
476	Regression                1	0 085159226	0 085159226	167 7163994	6 88433E-30
477	Residual                258	0 131001383	0 000507757		
478	Total                259	0 216160608			

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
479	Intercept                0 002264775	0 00140272	1 614559674	0 107628365	-0 000497463	0 005027013
480	Beta                1 087777587	0 083994788	12 95053665	6 88433E-30	0 922374919	1 253180254

### OLS Regression Results

(1)	(2)	(3)	(4)	(5)	(6)	(7)
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#### Week of 12/3/2007

<i>Regression Statistics</i>	
481	Multiple R 0 628736908
482	R Square 0 3953101
483	Adjusted R Square 0 39296634
484	Standard Error 0 022605197
485	Observations 260

#### ANOVA

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
486	Regression 1	0 086186943	0 086186943	168 6649729	5 15753E-30
487	Residual 258	0 131836687	0 000510995		
488	Total 259	0 218023631			

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
489	Intercept 0 002322612	0 001408427	1 649082986	0 100347672	-0 000450864	0 005096088
490	Beta 1 098317562	0 084569834	12 98710795	5 15753E-30	0 931782515	1 26485261

#### Week of 12/10/2007

<i>Regression Statistics</i>	
491	Multiple R 0 631177966
492	R Square 0 398385625
493	Adjusted R Square 0 396053786
494	Standard Error 0 02260311
495	Observations 260

#### ANOVA

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
496	Regression 1	0 087285391	0 087285391	170 8461356	2 66145E-30
497	Residual 258	0 131812351	0 000510901		
498	Total 259	0 219097742			

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
499	Intercept 0 002263353	0 00140729	1 608306288	0 108991096	-0 000507884	0 00503459
500	Beta 1 100119606	0 084166123	13 07081235	2 66145E-30	0 934379546	1 265859667

### OLS Regression Results

(1)	(2)	(3)	(4)	(5)	(6)	(7)
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#### Week of 12/17/2007

<i>Regression Statistics</i>	
501	Multiple R 0 627882466
502	R Square 0 394236391
503	Adjusted R Square 0 39188847
504	Standard Error 0 022672986
505	Observations 260

#### **ANOVA**

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
506	Regression 1	0 086315878	0 086315878	167 9087145	6 49249E-30
507	Residual 258	0 132628593	0 000514064		
508	Total 259	0 218944472			

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
509	Intercept 0 002138783	0 001412694	1 513974395	0 131256397	-0 000643097	0 004920662
510	Beta 1 097932086	0 084730322	12 9579595	6 49249E-30	0 931081004	1 264783168

#### Week of 12/24/2007

<i>Regression Statistics</i>	
511	Multiple R 0 626164921
512	R Square 0 392082508
513	Adjusted R Square 0 389726239
514	Standard Error 0 022673511
515	Observations 260

#### **ANOVA**

	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>
516	Regression 1	0 085544109	0 085544109	166 3996983	1 02903E-29
517	Residual 258	0 132634736	0 000514088		
518	Total 259	0 218178844			

	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>
519	Intercept 0 002221885	0 00141156	1 574063162	0 11669829	-0 000557762	0 005001532
520	Beta 1 10283062	0 085493392	12 8996007	1 02903E-29	0 9344769	1 27118434

**2007 Average Railroad Beta**

	<b><u>Week</u></b> <b>(1)</b>	<b><u>5-Year</u></b> <b><u>Weekly Beta 1/</u></b> <b>(2)</b>	<b><u>Week</u></b> <b>(3)</b>	<b><u>5-Year</u></b> <b><u>Weekly Beta 1/</u></b> <b>(4)</b>
1	1/1/07	0.852	7/2/07	0.941
2	1/8/07	0.854	7/9/07	0.990
3	1/15/07	0.851	7/16/07	0.982
4	1/22/07	0.855	7/23/07	1.005
5	1/29/07	0.857	7/30/07	0.993
6	2/5/07	0.860	8/6/07	1.001
7	2/12/07	0.866	8/13/07	1.006
8	2/19/07	0.849	8/20/07	1.007
9	2/26/07	0.879	8/27/07	0.998
10	3/5/07	0.881	9/3/07	1.000
11	3/12/07	0.877	9/10/07	1.030
12	3/19/07	0.881	9/17/07	1.021
13	3/26/07	0.876	9/24/07	1.021
14	4/2/07	0.881	10/1/07	1.034
15	4/9/07	0.889	10/8/07	1.079
16	4/16/07	0.899	10/15/07	1.054
17	4/23/07	0.898	10/22/07	1.053
18	4/30/07	0.897	10/29/07	1.052
19	5/7/07	0.901	11/5/07	1.049
20	5/14/07	0.903	11/12/07	1.068
21	5/21/07	0.907	11/19/07	1.071
22	5/28/07	0.928	11/26/07	1.088
23	6/4/07	0.940	12/3/07	1.098
24	6/11/07	0.949	12/10/07	1.100
25	6/18/07	0.952	12/17/07	1.098
26	6/25/07	0.952	12/24/07	1.103
<b>53</b>	<b>Average 2/</b>			<b>0.963</b>

- 
- 1/** Source Exhibit No 7  
 stock return, S&P 500 Price Return data and weekly 3-monthly T-Bill data  
**2/** Simple average of Lines 1 to 26, Columns (2) and (4)

**Flotation Costs On Bonds, Notes and Debentures**

<u>Item</u>	<u>Source</u>	<u>Statistic</u>
(1)	(2)	(3)
<b><u>Effective Issue Yield Percentage Implicit In Gray's Flotation Cost</u></b>		
1 Settlement Date	Assumed	1/1/2007
2 Maturity Date	Assumed	1/1/2027
3 Issued Rate	<u>1/</u>	7 78%
4 Par Value	Assumed	\$100 00
5 Price After Flotation Costs	Line 4 x (1 - 1 59%) <u>2/</u>	98 41
6 Frequency of Coupon Payments	Assumed	2
7 Bond Yield	<u>3/</u>	7 94%
8 Difference Between Coupon and Yield	Line 7 - Line 3	0 16%
<b><u>Corrected Flotation Costs Based On Average Debt Yield</u></b>		
9 Settlement Date	Assumed	1/1/2007
10 Maturity Date	Assumed	1/1/2027
11 Issued Rate	<u>4/</u>	6 018%
12 Par Value	Assumed	\$100 00
13 Price After Flotation Costs	Line 4 x (1 - 1 59%) <u>2/</u>	98 41
14 Frequency of Coupon Payments	Assumed	2
15 Bond Yield	<u>3/</u>	6 16%
16 Difference Between Coupon and Yield	Line 15 - Line 11	0 14%

1/ Coupon rate developed through an iterative process that sets line 8 to 0 16%

2/ Price discounted to reflect flotation costs as a percentage of gross proceeds

3/ Developed using Microsoft Excel's "Yield" function, which uses the same bond pricing approach used by the AAR and shown on footnote 8 of Gray's VS

4/ Average yield on railroad bonds, notes and debentures as calculated by Gray

### Flotation Costs On Equipment Trust Certificates

<u>Item</u> (1)	<u>Source</u> (2)	<u>Statistic</u> (3)
<b>Effective Issue Yield Percentage Implicit In Gray's Flotation Cost</b>		
1 Settlement Date	Assumed	1/2/2007
2 Maturity Date	Assumed	1/2/2022
3 Issued Rate	<u>1/</u>	13 41%
4 Par Value	Assumed	\$100 00
5 Price After Flotation Costs	Line 4 x (1 - 0 89%) <u>2/</u>	99 11
6 Frequency of Coupon Payments	Assumed	1
7 Bond Yield	<u>3/</u>	13 55%
8 Difference Between Coupon and Yield	Line 7 - Line 3	0 14%

### Corrected Flotation Costs Based On Average Debt Yield

9 Settlement Date	Assumed	1/1/2007
10 Maturity Date	Assumed	1/1/2022
11 Issued Rate	<u>4/</u>	5 854%
12 Par Value	Assumed	\$100 00
13 Price After Flotation Costs	Line 4 x (1 - 0 89%) <u>2/</u>	99 11
14 Frequency of Coupon Payments	Assumed	1
15 Bond Yield	<u>3/</u>	5 95%
16 Difference Between Coupon and Yield	Line 15 - Line 11	0 09%

1/ Coupon rate developed through an iterative process that sets line 8 to 0 14%

2/ Price discounted to reflect flotation costs as a percentage of gross proceeds

3/ Developed using Microsoft Excel's "Yield" function, which uses the same bond pricing approach used by the AAR and shown on footnote 8 of Gray's VS

4/ Average yield on equipment trust certificates as calculated by Gray

## CERTIFICATE OF SERVICE

I hereby certify that on this 23rd day of June 2008, I have caused true and accurate copies of the foregoing Reply Comments of the Western Coal Traffic League to be served upon all parties on the service list in this proceeding, in Ex Parte No. 664, and in Ex Parte No. 664 (Sub-No. 1).

Robert D. Rosenberg  
Robert D. Rosenberg